[CONTINUED FROM FIRST PAGE.]

from Poitiers says that ten thousand Prussians, with artillery, occupy Blois, and have indiscriminately pillaged public and private houses.

There are twenty thousand Prussians at Orleans, where the officers and privates are all plundering.

No news from the Army of the Loire.

A dispatch from Alençon, on the twenty-fifth, says the enemy have evacuated Elbeuf and Bourgthoud.

MADRID, December 26.—Rivera, President of the Council, has resigned, and Sagosta temporarily succeeds him.

FLORENCE, December 26.—Amadeus started for Madrid to-day.

BERLIN, December 27.—King William reports that General Manteuffel gained a victory near Amiens, capturing one thousand prisoners.

No more fighting at Paris.

Suspension of Navigation.

We copy the following dispatch from the Memphis *Sun* of Sunday:

LOUISVILLE, December 24.—Navigation at this point is entirely suspended by heavy ice, and no boats will depart until the wheather moderates. The canal is frozen over with ice five inches thick, and there is skating in front of the city wharf between boats and the shore, also between Towhead and the Kentucky shore. The river is full of heavy running ice, and ferryboats find it very difficult to make their crossings. The Cincinnati and Henderson mail packets have suspended. The United States, together with the Madison packets Leonora and Dove, were forced by ice to seek a harbor in the mouth of the Kentucky river, and the Ben Franklin is reported laid up between here and Kentucky river The Pine Varble, advertised to leave to-day for Arkansas river, and the LeClaire for the Tennessee river, are ice-bound at the wharf. The towboat Little Condor, with a tow of salt, and the Mary Ann and the Thompson, with tows of coal, are also ice-bound at the city wharf.

The Armadillo, from Cincinnati to New Orleans with a large cargo of freight, has laid up at Jeffersonville. R. C. Gray, Anna and Shamrock are lying at the mouth of the canal ice-bound. The City of Quincy is laid up at New Albany. The General Lyttle and General Buell, from Cincinnati, and Tarascon, from Henderson, arrived this morning, but will be unable to return. Fears are entertained for the safety of the coal fleet at Pumpkin Patch, as the ice is running very heavy, and there is danger of its being broken loose from the fastenings. The weather continues clear and cold, with a strong northwest wind prevailing. The mercury at daylight on the landing was six degrees below zero and five degrees in the city. At eight o'clock, two degrees below zero, and at six o'clock P. M. it was five degrees above zero. The river is at a moderately low stage, and, if the cold weather continues, it will be closed. The Baker had a barge sunk in the canal by ice last night, but it was pumped out and raised. The towboat Peerless, coming down with coal, telegraphs from Madison that she is unable to land, and asks for assistance. A towboat has gone to her aid.

The Opelousas *Courier* says:

We regret to learn that the little steamer Cobb-Webb, which was used to convey the freight of the Selma from Washington to the Little Devil, sunk in the Courtableau, on the fourteenth instant, at about eight miles this side of the bar, with about two hundred bales of cotton, fifty barrels of molasses, etc. There were some fifteen passengers on board, and they, together with the crew, saved themselves by jumping on a barge which the Cobb-Webb fortunately had in tow. The cotton will probably all be saved, though in a damaged condition. As to the molasses, it is a total loss. No cause assigned for the accident.

The Handsboro *Democrat* gives us these points:

We observe new buildings going up at Ocean Springs, near the depot; one, the store of Mr. R. A. Vancleave. Other business houses, we learn, are to be erected soon; but in a small village, like Ocean Springs, we don't think it will make any difference whether the stores are at the depot or not, as the trade is all local—none of importance coming from the country. We think town lots are held at too high a figure to induce people to settle anywhere convenient to the depot, and we throw out this hint for the benefit of land-owners.

NEW ORLEANS POSTOFFICE.

CHARLES W. LOWELL, POSTMASTER.

[Revised and corrected by the Postoffice Department.]

Time of Arrival and Closing of Mails.

DAILY ARRIVALS.

From the North—through mail—11:05 A. M.

From Louisville, Cairo, Cincinnati and New York—through mail—1:30 A. M.

From Alabama, Georgia, East Mississippi, North and South Carolina and Florida, 8 A. M.

From all points on Morgan's Louisiana and Texas Railroad, Bayou Teche, and intermediate parishes (daily, except Sunday), 6 P. M.

From Carrollton and Jefferson City (except Sunday), 4 P. M.

From Algiers (daily), 11 A. M.

From Southern and Middle Texas, Sunday, Monday, Tuesday, Thursday and Friday, 3 P. M.

From Northern Louisiana, via Vicksburg, 11:05 A. M., daily.

TRI-WEEKLY ARRIVALS:

From Red River parishes and Northern Texas.

SEMI-WEEKLY ARRIVALS.

From Vicksburg—river way mail—Monday and Friday mornings.

From St. Francisville—river way mail—Monday and Thursday mornings.

From Buras—river way mail—Wednesday and Saturday.

From Covington and Mandeville, Tuesdays and Fridays, 12 M.

From Ouachita River.

WEEKLY ARRIVALS.

From Florida ports, Key West, Havana, Cuba, West Indies and Mexico.

From Havana, per William Creevy's New York and Philadelphia steamers.

From Brownsville, Texas.

SEMI-MONTHLY ARRIVALS.

From Havana and Key West (Baltimore steamers).

MONTHLY ARRIVALS.

From Belize, Honduras.

DAILY DEPARTURES.

To the North—through mail—(except Sunday), 4 P. M.

To the North—through mail—Sunday, 2 P. M.

To Louisville, Cairo, St. Louis, Chicago, Cincinnati, California and New York—through mail—(except Sundays), 6 A. M.

To Alabama, Georgia, East Mississippi, North and South Carolina and Florida (except Sunday), 3 P. M.

On Sundays, 2 P. M.

To all points on Morgan's Louisiana and Texas Railroad, Bayou Teche, and intermediate parishes (daily, except Sunday), 7 A. M.

To Carrollton and Jefferson City (except Sunday), 9 A. M.

To Algiers, 9 A. M.

To Southern and Middle Texas, Tuesday, Wednesday, Friday, Saturday and Sunday, at 6:30 A. M.

To Lake Coast, daily, 7 A. M. (except Sunday).

TRI-WEEKLY DEPARTURES.

To Red River parishes, Northern Louisiana and Texas, Tuesdays, Thursdays and Saturdays, 4 P. M.

SEMI-WEEKLY DEPARTURES.

To Vicksburg—river way mail—(Tuesdays and Saturdays), 4 P. M.

To St. Francisville—river way mail—Mondays, 4 P. M.

Fridays, 4 P. M.

To Buras—river way mail—Mondays and Thursdays, 9 A. M.

To Covington and Mandeville, Tuesdays and Thursdays), 9 A. M.

To Ouachita River—Wednesdays and Saturdays, at 4 P. M.

WEEKLY DEPARTURES.

To Brownsville and Brazos Santiago, Sundays) 6:30 A. M.

To Florida ports, Wednesdays, 4 P. M.

To Havana, per William Creevy's New York and Philadelphia steamers.

SEMI-MONTHLY DEPARTURES.

To Key West and Havana, per Baltimore steamers.

MONTHLY DEPARTURES.

To Belize, Honduras, fourth Wednesday in each month, 4 P. M.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, TUESDAY EVENING, December 27, 1870.

The money market continues in about the same condition as during last week. There is a fair demand for discounts, but as the banks are better supplied with loanable funds, most of the approved paper offered is taken. On the street we hear of very little doing. We still quote as street rates: —@1 ⅌ cent ⅌ month for A1 notes secured by unquestionable collaterals, and 1@1¼ for A1 business paper without collaterals; 10@11 ⅌ cent ⅌ annum for A1 mortgage paper, and 12@14 for second grade.

The Louisiana National Bank declared a dividend of five per cent yesterday, payable on the thirtieth instant, in this city, or at Messrs. Winslow, Lanier & Co.'s banking house in New York; and the Canal Bank one of four per cent, payable on the second day of January. Including the dividend of five per cent of the Carrollton Railroad on the twenty-second, this makes three institutions which have declared dividends since the beginning of the current month.

Gold opened at 110¾@110⅞ (against 110⅝ at New York), and closed at 110¾@111 (against 110¾). The sales included $8000 at 110¾; $25,000 at 110⅜@110⅞; $2000, $2000, $3000 and $6000 at 110⅞, and $6000 at 111. The bids for the $100,000 United States treasury gold advertised to be sold at noon to-day were more than usually brisk, and resulted in the sale of the amount at 110.70@110.75, which was a fraction above the New York rate. This is the first sale effected by the treasury (except $20,000 on last Tuesday) for some weeks past, the government limit having been above the regular market price here. To-day, however, with a scarcity of cash gold, buyers were enabled to pay a little over New York, and the bids, to the extent of $319,000, were put in as follows:

Townsend, Lyman & Co	25,000	110.75
Townsend, Lyman & Co	25,000	110.74
Townsend, Lyman & Co	25,000	110.73
Townsend, Lyman & Co	25,000	110.70
Moore, Janney & Hyams	50,000	110.69
Moore, Janney & Hyams	25,000	110.63
Moore, Janney & Hyams	25,000	110.60
C. W. Cammack & Son	50,000	110 9-16
C. W. Cammack & Son	50,000	110⅝
S. Cambon	19,000	110.65

Messrs. Townsend, Lyman & Co.'s bids were accepted.

Nothing transpired in silver.

There was very little animation in foreign exchange, but with an improvement in gold, toward the close the market was stiffer. The business in sterling embraced £40,000, of which —— bill of lading and clear at 119¼, £2500 bill of lading and £2500 clear at 119¼, £8000 bill of lading and clear at 119⅛@119⅜ and 119½, £1000 A1 clear at 119⅜, £20,000 A1 bill of lading and clear at 119⅜@119½, and £1,200 bank at 120¼. No sales of francs came within our notice. Sterling may be quoted at 119⅛@119⅜ and 119½ for good to A1 bill of lading and clear, and 120¼@— for bank.

The offerings of domestic exchange were light, and rates were very firm. The banks supplied the remittance demand at ⅛ ⅌ cent discount for checks on New York, and the sales included $30,000 commercial sight on New York, $5000, $10,000, $10,000 and $20,000 bank, and $10,000 and $65,000 private bankers' at 3-16 discount; $10,000 commercial at 7-32, and $10,000, $20,000 and $45,000 commercial, and $20,000, $30,000 and $40,000 private bankers, at ¼.

In gold checks on New York, $3000 bank sold at ¼ ⅌ cent discount.

Yesterday not reported, 30 shares Louisiana State Bank stock, changed hands at $96, and to-day 30 and 50 Mississippi Valley Levee, at $3 [illegible] 50 and 100 Slaughterhouse at $23 50; 50 do at $23 75, and 50 at $24. Slaughterhouse was offered at $23 50 at the close and no buyers.

$6,000 Railroad city bonds were sold at 69 net to the seller, and $1,000 city 7-30 certificates (mixed dates) at 79.

The sales of warrants included $1,000 new State at 71; $600 and $800 do. (small) at 72¼, and $1,300 at 73. Dealers bought new State at 71@72, and new Metropolitan Police at 97@97½, and sold at 72@74 for the former, and 98@— for the latter. Several days since, not reported, $4,000 blue Metropolitan Police sold at 89. A small amount of city treasury notes sold at 23 discount. Dealers' rates were 26@27 buying and 23@24 selling.

COMMERCIAL.

TUESDAY EVENING, December 27, 1870.

COTTON—The sales to-day embraced 5350 bales, at a decline of about ⅛c in all below strict middling. We now quote ordinary at 12@12¼; good ordinary at 12½@13⅜c; low middling at 14@14⅜c; middling 14½@14¾c; strict middling at 15@15⅛c, and good middling at —@15½c.

There was, as usual in a declining market, some diversity of opinion as to quotations, and low middling was variously quoted at 14⅛@14⅜c, and 14@14¼c. We heard of very little low middling as low as 14c, but give it as an inside rate, in accordance with the general views. Strict sold at 14¼c and 14⅜c. Some strict low middling to middling sold at 14½c, and Liverpool middling at the same. Good style middling brought 14⅝c and 14¾c. Strict middling was scarce, and being in request, was even firmer than yesterday, selling at 15c and 15⅛c, and even 15¼c.

The sales for the past three days (including a small addition to Saturday's report and 120 bales to yesterday's) sum up 13,800 bales, and the receipts 31,609 bales, embracing 940 from other delivery ports, and 30,619 proper, against 20,443 proper for the corresponding time last week, and 22,549 last year, and since August 31, 485,526 bales, against 424,782 last year. The exports comprise 13,193 bales, embracing 5366 to Liverpool, 3031 to Antwerp, 1303 to Genoa, 626 to Vera Cruz, 919 to Boston, and 1948 to New York.

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,696
Arrived since last statement	8,992	
Arrived previously	514,644—	523,636
Total		544,332
Cleared to-day	8,195	
Cleared previously	344,271—	352,466
Stock on hand and on shipboard—bales		191,866

To-day's exports embraced 2942 bales to Liverpool, 3031 to Antwerp, 1303 to Genoa, and 919 to Boston. Receipts proper since last evening 8785 bales against 1757 last year, making an aggregate since Friday evening of 30,619 bales against 20,443 for the corresponding time last week, and 22,549 last year, and since August 31, of 485,526 bales, against 424,782 last year.

SUGAR—Received to-day 700 hhds. The market is dull, especially for the lower grades, while the better descriptions are firm. Owing to the lack of sufficient space on the landing, and the large accumulation there of the various products, there is much confusion, and the supplies cannot be removed readily; hence the sales of sugar are slow. This remark also applies to the whole landing, including the Western produce, etc. About 600 hhds sugar were sold at about previous prices, and we quote: Inferior, 6@6½c; common, 6¾@7¼c; fair, 7½@7¾c; good fair, 8@8¼c; fully fair, 8¾@9c; prime, 9½@10c; seconds and centrifugal, 7½@10c; yellow clarified, 10½@11¼c, white, 11½@13½c.

MOLASSES—The demand continues active and prices are firmer. About 1000 bbls. all the supplies in first hands, were sold, at 25@30c for centrifugal; 40@52c for common; 53@56c for fair; 58@59c for prime; 60@61c for strictly prime, and 62c for choice. Fifty half bbls strictly prime sold at 65c.

FLOUR—We have to note a dull market to-day, with prices fully 25c ⅌ bbl lower. Superfine is quoted at $5 50; double extra $5 75; treble extra $5 95@6 25 ⅌ bbl. The sales to-day were confined to 1500 bbls, of which 50 and 50 fine at $5 25; 170 double extra at $5 75; 50 do at $5 80; 100 do at $5 80; 71 and 100 treble extra at $5 95; 50 and 80 do at $6 10; 100 do at $6 15; 70 do at $7 25; 150 choice treble at $6 50; 50 choice extra at $6 75; 50 and 50 do at $7 50.

CORN—The market is dull, and prices are easier for buyers. Yesterday, not reported, 400 sacks white sold at 68c. To-day 1500 sacks white and yellow sold at 67c, and 400 Dundee sacks, choice white at 69c ⅌ bushel.

OATS—Are in fair supply and firm. About 800 sacks were sold to-day, of which 100 and 150 St. Louis at 54c, and 100 and 200 do at 55c ⅌ bushel.

BRAN—Is in light supply and firm; 100 sacks sold at $1 30 ⅌ 100 lbs.

HAY—Is in light supply, and prices for good have advanced; 100 bales fair Ohio river sold at $28, and 125 choice Western at $30 ⅌ ton.

Remarks.—The whole landing, upper and lower, is blocked up with an accumulation of the various products arriving, and is in such confusion that delivery is seriously obstructed and retarded. The boats can not discharge cargo in good season, and the transportation from the landing is interrupted, and is very slow.

PORK—Is dull, and prices are lower. Holders are asking $22 at wholesale, but purchases can be made for less. A lot of 100 bbls full weight mess sold at $21 37½ ⅌ bbl. It is retailing at $22 50@23 50 ⅌ bbl.

DRY SALT MEAT—Four and 12 casks shoulders sold at 8¾c. Hams are quoted at 11½@12c.

LARD—The market is firmer. Tierces are quoted at 12@12¾c, as in quality; kegs 13½@14c; 14c are asked and 13½c are offered.

BACON—The market is so unsteady that prices are almost nominal. Clear sides are quoted at 13½c; clear rib 13c; sugar-cured hams 19@23c ⅌ lb. There are no shoulders here.

BREAKFAST BACON—Western is quoted at 17@17½c; Northern 18@19c ⅌ lb.

RICE—The demand for Louisiana rice is better, and prices are firmer. We quote choice at 8c ⅌ lb; prime 7c; ordinary 6c; common 5c ⅌ lb. The stock of Carolina rice is very near exhausted, and ½c ⅌ lb better can be had for lots to arrive. There are no supplies on the spot in first hands.

WHISKY—Is in better supply; but the stock is still small; 46 bbls rectified sold at $1 05; 46 half bbls at $1 07½; and 50 bbls Bourbon at $1 50 ⅌ gallon; rectified may be quoted at $1@1 05 and $1 07½, as in quality.

CORN MEAL—Is quiet and steady at $3 25 ⅌ bbl for kiln dried on the landing, and $3 50 from store.

CHEESE—Is in moderate supply and good demand. Western factory commands 16@16½c; reserve 14@15c; English dairy 17@18c ⅌ lb; 200 boxes choice factory sold at 16c ⅌ lb.

MALT—100 sacks Western barley malt sold at $1 30 ⅌ bushel.

BUTTER—Continues quiet and steady, the demand being principally for choice descriptions. We quote choice Goshen 42@44c, common Northern 30@35c, choice Western, 30@33c, and inferior 16@22c ⅌ lb.

COFFEE—There is no stock in first hands. The demand is good and prices are firm. We quote prime (gold, duty paid) 17¼@17¾c, good 16¾@17c, fair 16¼@16½c, ordinary 15½c ⅌ lb.

BAGGING—Is still dull. Dealers sell India at 25c ⅌ yard in bales, and 23½c in rolls; domestic jute at 25c; hemp and flax at 26c ⅌ yard.

IRON COTTON TIES—Are retailing at 5¼@5½c ⅌ lb.

TALLOW—Texas rendered is in good demand for export at 8@8¼c ⅌ lb. City rendered is held at 8¼c ⅌ lb.

COTTON SEED CAKE—There are no sales making for export, manufacturers shipping on their own account. Decorticated is held at $25@30 ⅌ ton of 2000 lbs; undecorticated $23 ⅌ ton.

COTTON SEED—Is coming in pretty freely, and sells at $12@14 ⅌ ton, sacks returned.

NAVAL STORES—The demand for rosin is fair and prices steady. We quote No. 2 at $1 80, No. 1 $2@2 25, pale $2 75@3 ⅌ bbl. Spirits of turpentine dull, but held firmly at 45@47½c ⅌ gallon. Tar 15c ⅌ gallon. Pitch $2 75@3 ⅌ bbl.

SALT—The demand is good and prices are steady. We quote dealers' rates for new delivered at $1 65@1 70 per sack for coarse, and $1 90@1 95 for fine; old salt dull and 5@10c per sack less than the foregoing. When large lots are taken at warehouse by boats a deduction is made for drayage. Turks Island dull and nominal at 50c per bushel. Table salt in pockets of 8 lbs 10c, 4 lbs 5c.

POULTRY AND EGGS—Chickens are selling on the landing at $3@5 ⅌ dozen, geese at $9@11, and turkeys at $18@24 ⅌ dozen. Eggs are plenty and dull at 20@25c ⅌ dozen for Western, and 32c for fresh.

TOBACCO—Since our last report of Saturday morning the demand has been only moderate and the sales have been 177 hhds in three lots on private terms. Sellers do not quote any variation in prices.

FREIGHTS—The demand for room for Great Britain and the German ports continues good, though the offerings are confined principally to cotton. Coastwise the shipments are firm, and rates rule steady. We quote: Liverpool, sail, ⅝d; steam, ⅞@15-16d; Bremen, sail, 11-16d; Amsterdam, sail, 11-16d; Antwerp, sail, 11-16d; Hamburg, sail, 11-16d; Genoa, sail, 1⅜c; New York, steam, 1c; Philadelphia, steam, 1c; Boston, 1¼c; sugar to New York, steam, $9; molasses to do, $3; grain to Liverpool, sail, 10@10½d; tallow to do, 37s 6d; flour to do, 4s.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, WEDNESDAY MORNING, December 28, 1870.

WEATHER, BUSINESS, ETC.—The pleasant weather lasted but a short time, and the rain has again resumed its gloomy sway. Yesterday morning was cloudy, and in the afternoon a drizzling rain began falling, and at the time of writing it is pouring down, with every prospect of continuing during the night. A heavy fog settled on the river about 5 P. M., and the packets, we suppose, will all be delayed by it.

It may well be imagined that business was not brisk, owing to the rain. However, the Marcella, from Ouachita river, came in with a full trip of cotton; the Rapides, from Red river, had also a fine trip of the staple; the Governor Allen had 3016 bales and some seed; the Garryowen, from Ouachita, had 700 bales. The departures were fair, and with light trips. The Post Boy left for Camden with a light trip of freight and a fair list of passengers; the Red Cloud, for Jefferson, had a fine trip of people and a good freight list; the Wild Wagoner, for Natchez, had her usual complement of freight; the Mollie Ebert, for Pittsburg, departed with a fair cargo.

Business has not been dull this week, as the terribly crowded condition of the levee bears witness. Several boats were unable to find room to discharge their cargoes, and the gangways to the different receiving packets were so blocked as to cause much delay to teams. We think that the wharfmaster should pay more attention to his business, and see that freight is not allowed to lay on the levee for ten or twelve days, especially at this busy season of the year, when levee room is needed.

The way the levee is used at present, it is a vast storehouse and market. Not only do merchants keep their freight for weeks at a time on it, but the produce dealers use it to ply their business and occupy space that is now absolutely needed by the steamers. We hope that this evil will be remedied at once, as it is a burning shame that steamers are compelled, under enormous expense, to lay idly at the wharf with full cargoes. Where is the wharfmaster, and what is he paid for?

The river here is falling. The gorge in the upper rivers continues, though late advices from St. Louis report a thaw. Red and Ouachita rivers are at good stage. Arkansas river is in good condition.

MISCELLANEOUS ITEMS.—The fleet and beautiful Grand Era has entered the regular Ouachita river trade as a Tuesday packet. Geo. L. Kouns will command her, and she will leave on her first trip on next Tuesday, January 3.

The Mollie Able has laid up for a while. Captain Dix is enjoying himself muchly.

The Red River Packet Company will send out the Carrie Converse to Jefferson to-morrow at 5 P. M., and the Tidal Wave on Saturday.

The Thirteenth Era left Shreveport for New Orleans on the twenty-fifth, and should arrive here to-day.

The pretty and fleet steamer Belle of Alton probably arrived during the night, and will leave on return trip to Conshatta to-day, at 5 P. M. Captain James P. McKinney commands her, with George E. Hamilton in the office.

The following steamers are wintering at LeClaire, upper Mississippi: James Sheans and J. W. Vansant, in harbor below town. Hiram Price, hauled out for repairs at upper landing. On the marine ways for repairs are the Diamond Jo, LeClair, Iowa, William White, Julia Headley, Viola, Ida Fulton, Lyons City, Twin City—nine in all.

Arkansas river is rising. There is prospects for plenty of water in the Arkansas for some time to come.

The Holston's cargo, when she sunk in the lower Mississippi, was oilcake, from Memphis to New Orleans.

The following dispatches to the St. Louis *Democrat* show the condition of the river below there:

JEFFERSON BARRACKS, December 23.—The river is in bad condition here, and getting worse. The Olive Branch has been on the bar since eight o'clock Thursday morning, and is still aground. The Schuyler came to her assistance last evening, and is still at work. About forty of her passengers came ashore this evening, and returned to the city by the Iron Mountain Railroad. A few took the cars South. They report only five feet of water in the channel.

SULPHUR SPRINGS, Mo., December 23.—The river blocked here at two o'clock this afternoon, but broke again in about half an hour. It has blocked again, and has the appearance of staying for awhile. The Kate Robinson is lying at Widow Waters. The City of Vicksburg has gone into winter quarters at Foster's, and the crew have returned to St. Louis.

A company is being organized at Cincinnati, of which Captain R. W. Dugan is a member, for the manufacture of a new composition of metals, called metaline, which, it is claimed, never requires oil. The journals of the doctor engine on the Ben Franklin are made of metaline, and have been running three weeks without oil. The company has bought the exclusive right to manufacture in Hamilton county, and will be incorporated.

The Gallipolis & Guyandotte Packet Company, an incorporated association, with authorized capital of $10,000, will soon have the capital stock made up. A boat suitable for the trade has already been offered the association, but purchase has not yet been made.

FOR ST. LOUIS.—The new and commodious steamer John Kyle will depart to-day at 5 P. M. for the above and all way landings. We gave a full description of this splendid steamer yesterday. Captain John B. Weaver commands and Mr. W. H. Cropper is chief clerk.

FOR RED RIVER.—Captain Pea's fine packet, the Carrie Converse, will leave tomorrow without fail in the regular Red River Line. Mr. Dohrmann is chief clerk.

FOR LOUISVILLE.—The regular packet H. S. Turner was delayed yesterday by the rain, but will depart to-day punctually at 5 P. M., for all landings on the Ohio river. The Turner is one of the most elegant boats in the trade, and is commanded by the experienced and popular Captain W. J. Rusk. The office is in charge of Phil J. Heuer, Esq., a clever and attentive gentleman.

FOR BAYOU MACON.—The Lizzie Hopkins, a staunch, light draft and fleet steamer, is announced to leave to-day at 5 P. M. for Tensas and all way landings. Captain R. G. Rawlings is master, and Mr. P. A. Work is chief clerk. We cordially recommend the Lizzie to shippers and passengers.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Wednesday, December 23, 1870.

CLEARED YESTERDAY.

Steamship Morgan, Lockwood, for Indianola via Galveston

Ship Thomas Harward, Strickland, for Antwerp

Ship Union, Austin, for Liverpool

Brig Adelle McLoon, Munroe, for Boston

Schooner Hattie W Atwood, Newcomb, for Boston

Italian schooner G Lanata, Rossaco, for Genoa

Sloop Little Silas, Lawrence, for Pensacola

Steamer H S Turner, Rusk, for Louisville

ARRIVED YESTERDAY.

Steamship Lodona, Hovey, from New York, to Geo A Fosdick &co—2d district

Steamship De Soto, Morton, for New York, (returned in distress) to G A Fosdick &co—2d district

Steamship Juniata, Hoxie, from Philadelphia 15th instant, via Havana, to Wm Orery—2d district

Steamship Liberty, Reed, from Baltimore 17th inst via Havana and Key West, to Witherspoon, Moss &co—2d district

Ship Blackwell, Cole, 10 days from Kingston, Ja, to master—1st district 38

Bark Albino, Waelper, from Bristol Nov 3, to master—Point

Schooner Alex Young, ——, from Mobile, in ballast, to Goldenbow & Kelley—2d district P T

Schooner Queen of the South, Carsons, from Mobile, in ballast, to Goldenbow & Kelley—2d district P T

TOWBOATS.

Philip, Caldwell, from the Passes—Towed down and to sea, 22d inst, ship Gardner Colby and bark Nellie May—Brought up ship Blackwall and bark Albina

STEAMBOATS.

Garry Owen, Carlton, from Ouachita river.
Governor Allen, Sinnott, from Ouachita City.
Carrie Converse Rea, from Jefferson.
Bradish Johnson, Bassett, from Lower Coast.
Frances, Blakeslee, from Mobile.
Marcella, Sherman, from Yazoo River.
Big Horn, Aucoin, from Donaldsonville.
Rapides, Kay, from Grand Ecore.

BELOW COMING UP.

Ship William Ross, Ross, 26 days from Boston, to Geo A Fosdick &co—

Bark Kate Agnes, Mahoney, from Rio de Janeiro Oct 27, to J L Phipps &co—

Bark Isaac Lincoln, Merrimac, from Cardiff, Wales, Nov 3, to master—

Bark Le Bons Fils, Prevot, 10 days from Vera Cruz, in ballast, to Maignan & Laborde—

Spanish bark Tres Hermanos, Borston, 15 days from Vera Cruz, in ballast, to Puig Bros—

Schooner Grace Webster, Orr, 7 days from Matanzas, in ballast, to master—

Schooner F V Turner, Graves, 9 days from Ruatan Island, R Tramontana—

Bark Esther, Loring, 26 days from New York, to Geo A Fosdick &co—

Schooner John M French, Burgess, 2 days from Galveston, in ballast, to Goldenbow & Kelley—

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship Morgan—for Indianola—200 sks corn 170 sks oats 100 bbls flour 600 empty barrels 75 pkgs mdse

For Galveston—860 bbls flour 70 bbls meal 20 bbls molasses 100 bbls potatoes 40 bbls sugar 122 wagons 400 bxs bitters 25 bags coffee 300 pkgs mdse 400 plows

LOUISVILLE—Steamer H S Turner—73 cks chains and sundries

ANTWERP—Ship Thomas Harward—4025 staves 3031 bales cotton 223 hhds tobacco

LIVERPOOL—Ship Union—2942 bales cotton

GENOA—Schooner G Lanata—1303 bales cotton 3600 staves

BOSTON—Bark Adelle McLoon—312 bales cotton 223 bbls molasses 2580 staves 3030 horns

BOSTON—Schooner Mattie W Atwood—107 bales cotton 6 bbls flour 1 bbl sugar 2087 bbls molasses 100 tons cotton seed 5000 staves

PENSACOLA—Sloop Little Silas—20 sks corn 24 kegs nails 2 bbls oil 1 bbls pork 19 pkgs mdse and sundries

IMPORTS.

NEW YORK—Steamship Lodona—Asstd mdse

KINGSTON—Ship Blackwall—623 bags coffee

SUNDERLAND—Bark Vidsjaaen—3574 bars railroad iron

PHILADELPHIA VIA HAVANA—Steamship Juniata—32 cases cigars 14 crates crates fruit 10 bales tobacco and sundries

MOBILE—Steamer Frances—207 bales cotton and sundries

RECEIPTS OF PRODUCE.

CAMDEN—Steamer Garry Owen—753 bales cotton 55 sks seed cotton and sundries

OUACHITA RIVER—Steamer Governor Allen—3016 bales cotton 98 sks cotton seed 80 hides and sundries

LOWER COAST—Steamer Bradish Johnson—164 hhds sugar 224 bbls molasses 77 half-bbls molasses 16 sks seed cotton 30 bbls rice and sundries

JEFFERSON—Steamer Carrie Converse—146 bales cotton 123 head cattle and sundries

YAZOO CITY—Steamer Marcella—1602 bales cotton 396 sks cotton seed and sundries

DONALDSONVILLE—Steamer Big Horn—134 hhds sugar 364 bbls molasses 25 half bbls molasses 13 sks seed cotton and sundries

GRAND ECORE—Steamer Rapides—690 bales cotton 5 sks seed cotton 10 hhds sugar 75 bbls molasses 10 half-bbls molasses and sundries

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, December 27—1394 bales cotton and sundry produce

MORGAN'S LOUISIANA AND TEXAS RAILROAD—December 27—295 hhds sugar 916 bbls molasses 108 bales cotton 3 sks seed cotton and sundries

MEMORANDA.

Captain Hovey, of the steamship Lodona, from New York, reports having experienced a heavy norther on the 23d and 24th inst.

SPOKEN.

November 24, lat 49.30, long 34.50, bark Westfold, from Newport, Wales, for New Orleans.

PASSENGERS.

Per steamship Juniata, from Philadelphia—Miss Alice Ingraham, Mrs Matilda Simmons, Wm Redifer, Martin Fennerty.

From Havana—Mrs Helen Laithacer, Mrs M C Piedra and child, Mrs M B Aguilar and child, Miss N Ruiz, Miss Clara Marvel, G D Wade, L V Penaloer, James Vaughn, Joseph Arkins, D Peres, Tristan Torrado.

B. G. Powell vs. Anthony J. Sansoni—Seventh District Court for the parish of Orleans, No. 5212.

BY VIRTUE OF A WRIT OF FIERI FACIAS to me directed by the Honorable the Seventh District Court for the Parish of Orleans, in the above entitled cause, I will proceed to sell at public auction, on the premises, hereinafter designated, on MONDAY, January 2, 1871, at 10½ o'clock A. M., the following described property, towit:

1. ALL THE RIGHT, TITLE AND INTEREST of the defendant in and to the lease made to him of premises Nos. 22½ and 24 Carondelet street, as recorded in Conveyance Office of this parish, in book 99, folio 236, and in Mortgage Office in book 89, folio 373, as appears from the lease itself, on file in this office.

2. ALSO, THE CONTENTS OF A COFFEE-HOUSE, etc., situate on said premises, as per inventory, which may be seen in my office.

Seized in the above suit.

Terms and conditions for the lease.—The purchaser to assume all the obligations of the defendant toward landlord under the aforesaid lease, and furnish a good and solvent surety to the satisfaction of the landlord for the payment of the rent from day of sale to expiration of lease, and the purchaser to pay premium in ready money

For the contents of premises—Cash on the spot.

G. S. SAUVINET, Sheriff of the parish of Orleans.

de22 23 ja1

CORPORATIONS.

CHARTER.....CHARTER.

STATE OF LOUISIANA, PARISH AND CITY OF NEW ORLEANS.

Be it known, that on this thirtieth day of November, in the year of our Lord one thousand eight hundred and seventy, and of the independence of the United States of America the ninety-fifth, before me, Andrew Hero, Jr., a notary public in and for the parish of Orleans, and city of New Orleans, State of Louisiana, duly commission and qualified, and in the presence of the witnesses hereinafter named and undersigned, personally came and appeared the several persons whose names are hereunto subscribed, who declared that availing themselves of the provisions of the laws of this State, relative to the organization of corporations for works of public improvement and utility, they have covenanted and agreed, and do by these presents covenant and agree, and bind themselves, as well as such other persons as may hereafter become associated with them, to form and constitute a corporation and body politic in law for the objects and purposes, and under the stipulations and articles following, to wit:

ARTICLE I.

The name and title of said corporation shall be known as THE RED RIVER PACKET COMPANY, and by that name shall have power and authority to enjoy succession and exist for the perion of seven months from and after the date of these presents and contract, sue and be sued, to make, use and have a corporate seal; to name and appoint such managers, directors and officers as its business may require, and to make and establish such by-laws for the proper management and regulation of the affairs of said corporation as may be deemed necessary.

ARTICLE II.

The domicile of said corporation shall be in the city of New Orleans, State of Louisiana, and citations and all other legal process shall be served on the President of the Board of Directors of said corporation.

ARTICLE III.

The object and purposes for which said corporation is established, and the nature of the business to be carried on by it, are to procure and maintain a good and sufficient number of steamboats, or other vessels, for the transportation, for compensation, of passengers, freights, the mails, etc., and the transaction of all business connected with the running, chartering, and maintaining of one or more lines of steamboats from the city of New Orleans to all points on the Mississippi river, and its tributaries, and more especially on Red river, so as to afford and grant better facilities to the inhabitants of such sections, to forward and convey freight and all products, to and from New Orleans, and create and continue a freight express.

ARTICLE IV.

The capital stock of said corporation is hereby declared to be fifteen thousand dollars, represented by three hundred shares of fifty dollars each. Five per cent of each share shall be payable in cash on demand, and the remainder of each share shall be paid at such times and in such amounts as the Board of Directors may direct. Any stockholder neglecting or refusing to meet and pay the calls or installments of his stock ordered by said Board of Directors within thirty days from the publication of notice of such installments being due and payable, shall forfeit any and all share or shares of stock upon which any installment may be due, in favor of said corporation; and the Board of Directors may dispose of such forfeited stock at private or public sale for the use and benefit of said corporation.

ARTICLE V.

All powers of this corporation shall be vested in a Board of Directors composed of five stockholders of this corporation. Any vacancy occurring in said Board from any cause whatever shall be filled by election by the remaining directors. Three directors shall form a quorum, and said Board of Directors shall appoint such officers, clerks or agents as may be deemed necessary for the business of this corporation, and have full power to make and establish, as well as change, any and all by-laws rules and regulations for the support and management of the affairs and business of said corporation. John Kouns, Henry J. Brinker, John T. Roots, Joseph A. Aiken and Henry A. Dohrman, with the said John T. Roots as the President thereof, are hereby declared to have been chosen and elected as the first Board of Directors, and shall hold office until the first day of July, of the year eighteen hundred and seventy-one, or until their successors are elected.

ARTICLE VI.

The capital stock of this corporation may be increased to any sum not exceeding one hundred thousand dollars; and this act of incorporation may be changed, modified or altered, or this corporation dissolved, with the assent of three-fourths of stock represented at any general meeting of the stockholders of this corporation, convened for such purpose, after ten days notice of such meeting shall have been given in two newspapers published in the city of New Orleans.

ARTICLE VII.

This corporation, whenever dissolved, either by termination of charter, or from any other cause whatever, shall be liquidated by three commissioners, to be appointed by the Board of Directors, who shall remain in office until the final settlement and liquidation of said company's affairs.

ARTICLE VIII.

The names of the stockholders, together with the respective number of shares held by each, are, for the present, declared to be assigned and set opposite the respective names of the parties hereto.

Thus done and passed in my office, at New Orleans aforesaid, in the presence of Paul A. Conand and George Cenas, witnesses, both of this city, who hereunto sign their names, with the parties, and me, the said notary, the day and date aforesaid.

Original signed: JOHN T. ROOTS, JOHN KOUNS, T. E. JACOBS, and others. P. A. CONAND, GEORGE CENAS, ANDREW HERO, JR., Notary Public.

I, the undersigned, Recorder of Mortgages, in and for the parish of Orle