[CONTINUED FROM FIRST PAGE.]

day 2000 bales, middling uplands 13c. Flour dull, 5@10c. lower; superfine State and Western $5 30@5 60; common to choice extra State and Western $6 10@$6 60. Wheat closed rather firmer; winter red and amber Western $1 45@$1 50. Corn a shade easier; new 76@78½c. Pork—new $20@20 12½. Beef steady. Lard firm at 12½@12¾c. Groceries and naval stores firm. Freights lower.

ST. LOUIS, January 7.—Flour in only a jobbing trade demand. Wheat: advance asked, but none established; No. 2 red fall, $1 30. Corn dull; 43@45 for mixed; 43½@48 for yellow. Oats 40. Rye 80@83. Whisky 89. Provisions firm and only in jobbing demand. Mess pork, $19. Bulk meats: Shoulders, 7c; clear rib, 9¾c; clear sides, 10c. Bacon: Shoulders, 9c; clear rib, 11½c; clear sides, 12c. Lard, 11@11½c. Hogs firm, $5 75@6 40. Cattle unchanged.

Foreign Markets.

LONDON, January 6, Evening.—Consols 92⅝. Bonds 89⅝.

LIVERPOOL, January 6, Evening.—Cotton closed flat and irregular; uplands 7¾@8¼d; Orleans 7@8¼d; sales to-day 10,000 bales, of which 1000 were for export and speculation. Yarns and fabrics at Manchester dull. Breadstuffs and provisions unchanged.

[Yesterday's Evening Dispatches.]

ALBANY, N. Y., January 7.—The express car, while crossing Hudson river, was robbed, and the express messenger shot and so badly wounded, that he is not expected to recover. The robbers escaped.

SALT LAKE, January 7.—Discoveries of new rich gold and silver mines contine. Immense coal mines have been discovered near Nephi, Utah.

NEW YORK, January 7.—Arrived: Steamers Mercedita and City of Limerick.

Net receipts of cotton for the week at all the United States ports, 137,880 bales; exports to Great Britain, 86,460 bales; to other foreign ports, 3860; stock on hand, 555,670 bales.

HAYTI, January 2.—The whole country is now quiet. Recent floods have caused great damage to the coffee crop and the grain comes in slowly.

Owing to the low price of transportation for salt from Turk's Island that article is getting very scarce.

Heavy rains which have prevailed for some time past check sugar-cane grinding.

LIVERPOOL, January 6, Noon.—Receipts of cotton for the week, 182,000 bales, of which 139,000 are American.

Sales of the week, 50,000 bales; for export 7000; for speculation 1000.

Stock on hand 570,000 bales; of which 212,000 are American.

Cotton of all classes afloat for Liverpool 368,000 bales; of which 280,000 are American

A Mysterious Treasury Note.

A few days since a $500 United States Treasury note of 1867, bearing interest at the rate of five and two-fifths per cent for one year, was found among the effects of a man who died at New Orleans. It was forwarded to the Treasury Department for redemption, but on examining the books it was ascertained that all of the notes of this issue had been redeemed and the account closed. The note was then referred to experts in the Bureau of Engraving and Printing, and pronounced by them a good counterfeit, and, of course, worthless. This, however, does not explain the origin of the counterfeit; and as there is no record of that note having been imitated, the presumption is that the note is genuine, and that the mistake was in an over-issue or in the manner in which the accounts were kept.

The trial of a case before the County Court in San Francisco, shows how rigid are the bonds which often bind a woman of the town to her base servitude, and how, in American cities, such Caucasian slaves are sold. The keeper of a house of ill fame, named Ada Chapin, obtained as an occupant of her place a girl named Virginia Clarke, of Chicago, by paying $178 for her passage from Chicago to San Francisco. Subsequently the woman Chapin desired to transfer the girl to another house, but the victim refused to go, and preferred to be released entirely from her shameful course of life. To this Chapin would not consent, on the ground that the girl was still in her debt for the passage money, and that until this debt was satisfied she could not dispose of herself. The girl Clarke gave Chapin a promissory note for the amount, but the latter also kept her boarder's clothing as security for its payment. When the suit to obtain possession of the clothing came up for a hearing before Judge Stanley, he gave a judgment for the plaintiff, and also declared the note invalid on account of the immoral circumstances which surrounded the transaction.

The letter carriers in London are appealing to the public to influence the Postmaster General to raise their wages, which, at present are only four dollars and thirty-two cents a week, after five or six years' service as a casual assistant at one dollar and twenty cents a week. Since the halfpenny postage system has come into effect, the work of the letter carriers has considerably increased, and they consequently petitioned the Postmaster General to supply them gratuitously with two pairs of boots per annum. In answer to this petition, the Postmaster General offered to supply the letter carriers with two pairs of boots, mended once in each year, provided each carrier would pay eight cents a week, or four dollars and sixteen cents a year. This proposition the letter carriers have refused, arguing that four dollars and sixteen cents would more than pay for two pairs of boots, and that, therefore, the only advantage offered to them would be the cost of having their boots mended once.

The Prussian ship Flora arrived at Dantzic, lately, under command of the second officer, who reported that she had been employed, previous to the announcement of hostilities, to take a load of valuable woods from the North Cape to Rochefort, France, for the French government. Before leaving the North Cape she had been furnished with a pass, in case of meeting French cruisers; but when she was about to put out of the harbor of Rochefort she was boarded by the Garde Mobile of the town, with an armed mob at their heels, who attempted to detain her. The second officer and the sailors succeeded in driving them off; but the captain, who came on deck at the sound of the discharge of fire arms, was instantly killed. The murder was reported to the American Consul, who said he could do nothing, and advised the second officer to assume command and at once leave port. All the French pilots refused to serve, and the vessel sailed without one, and succeeded in arriving safely at Dantzic.

The *Price Current* comments thus:

A Massachusetts court has decided that a railroad ticket is good until used. This is good law. The railroad company, as a common carrier, is bound to perform the service for which it receives the money. It can not impose conditions which relieve it from its public contract. The same effort has been made by common carriers to relieve themselves from responsibility for baggage and other freight, but the courts have always held them to the old common law doctrine, that having undertaken the duties of a common carrier, they become responsible for the safe and speedy transportation and delivery of all persons and commodities committed to them. The public having given a monopoly in effect to the railroads, must insist upon their performing their contracts.

An actor, who is not altogether a stranger to the Boston public, enjoys the felicity of paying a certain sum weekly to a divorced wife as alimony. A short time since he was deprived of his salary for a few weeks by reason of a rest in the performances of the traveling company with which he was connected. His wife, not receiving the sum which had heretofore been promptly paid, directed a lawyer to write to the delinquent for an explanation. It came in the shape of the following telegram: "No sal., no al."

We copy this from the *Republican Pioneer*, published in St. John the Baptist parish:

One of the city papers tells of a new brand of cigars called the "Cooley brand," named in honor of Judge Cooley. We would suggest that the boxes have on them a picture of the parish prison, with open doors, and an occa[illegible]

SENATOR SPRAGUE'S IRREGULARITIES.

Report from Judge Holt.

In response to the Senate resolution of December 14, offered by Senator Sprague, the Secretary of War on Wednesday transmitted to that body a copy of the report of the Judge Advocate General relative to an alleged unlawful traffic with rebels in Texas during the late war, entered into by Messrs. Hoyt, William Sprague, a Senator of the United States, Byron Sprague, William H. Reynolds, and others, and states that none of the papers therein referred to, or any record concerning them, can be found in the War Department. It is, however, possible that certain of them may be on file at headquarters at New York city, and search for them will be made, and the result hereafter reported. The report of the Judge Advocate follows:

WAR DEPARTMENT, Bureau of Military Justice, June 15, 1865.

To Secretary of War:

The following report is respectfully submitted, respecting the case of illicit trade in Texas, implicating Mr. Sprague and others, brought to the notice of the department by Major General Dix. The papers herewith—consisting of an abstract and statements by Byron Sprague and others, prepared by Major Barnes, letters of William Sprague to General Dix, papers found on Hoyt, and letters and a confidential statement, which it is stated can only be used in case Hoyt is made a witness for the government—have all been examined, and show in substance that Hoyt was residing in Texas at the breaking out of the rebellion. He made his way North in the fall of 1862, where he effected an engagement with William Sprague for undertaking an enterprise to get cotton out of Texas. Four firms took an interest in the venture—Sprague & Co., Reynolds & Co., Tift & Co., and Knight & Co., all of Providence, Rhode Island, each firm furnishing $20,000. Vessels were purchased and loaded with a cargo of machinery, arms, etc., and cleared for foreign ports, but were run to Texas, sometimes under a changed flag. Mr. Hoyt proceeded thither upon one vessel, carrying letters of introduction from Governor Sprague, commending him to General Butler and Admiral Farragut. The papers enclosed do not give an entirely clear account of the subsequent operations, and the same evidence taken does not seem to have been forwarded. It is unnecessary, however, in this report to go into all the details; it is sufficient to remark that the cargo and goods were sold in Texas, and the proceeds invested in cotton, a part of which appears to have gotten out, while some portions were seized by our blockading cruisers.

SPRAGUE'S DENIAL.

William Sprague has written several letters to General Dix in regard to the case, in none of which does he admit, and in one he denies, a knowledge of Hoyt, and details operations such as are indicated by letters from him found upon Hoyt, who expressly declares that William Sprague has been cognizant of the whole business, and has advised and aided it to the utmost of his power.

SPRAGUE'S EXPLANATION.

It is stated by William Sprague that his object was to aid Union citizens in Texas, and obtain information for the government, but no one else connected with the venture, it seems, viewed it in that light, and Byron Sprague, his partner, avers that he had special charge of the speculation, and plainly describes it as undertaking to get out cotton.

DIX SAYS MR. DIX.

General Dix in his letter to the Secretary of War, dated Washington, the third, says: The parties who furnished capital, knowing how it was to be employed, were Messrs. Sprague, United States Senator, Byron Sprague, his brother, and William H. Reynolds & Co. These gentlemen were all engaged in business in Providence, Rhode Island, where the enterprises were fitted out. Messrs. B. B. & P. Knight, and Messrs. Oway, Taft & Co., of Providence, also furnished part of the capital, but it is not clear that they were fully advised of the manner in which it would be used.

The high social standing of these gentlemen makes the case one of great delicacy, and I regard it also as a question of importance whether the proceedings against them should be by military commission, or in civil court, whether the facts charged, if proved, constitute a mere violation of the laws of war or a higher crime under the constitution of the United States. There are at least two witnesses to the fact of illicit trade, and ample written proof. Harris Hoyt and Charles L. Prescott, who were partners in interest, are willing to tell all the facts in the case, provided their doing so shall not insure their own conviction. It appears that among the articles purchased at New York to be taken to Texas, were some arms and ammunition, and one invoice of the cargo with which Hoyt went from Havana to Matamoros, was one thousand cartridges and percussion caps.

THE ACCUSED MADE TO COME MARTIAL.

From the examination of all the papers, this bureau is of opinion that the persons who were engaged in this unlawful traffic may be brought to trial before a general court martial, under the fifty-sixth article of war, for relieving the enemy with money and ammunition, or by military commission for violation of the laws of war for trading and holding intercourse with the enemy. It is for the Secretary of War to decide whether, in view of all the circumstances and the present condition of affairs, their trial shall be ordered. J. HOLT,

Advocate General.

The following, from the New Iberia *Times* shows that white men are sometimes uncertain:

Messrs. Star & Seward, lately brought to this State, about thirty Swedes, all single men, to work on their plantation above Breaux Bridge, in the parish of St. Martin. About half of them left them at New Orleans as soon as the vessel landed on which they came to the State, and whose passage cost Messrs. Star & Seward, about $500.

Nearly half of the Canadian laborers, single men, left the employment of the Attakapas Mail and Transportation Company, a few weeks since, the company losing the cost of bringing them to the State.

It is almost useless to bring single white laborers to Louisiana to work in cane or cotton fields, or anywhere else. The competition for labor is so great, and the competitors are most of them so unscrupulous, that few laborers can be relied on unless they have families. Men with families, generally, contracting to work for a share of the crop, and treated well, respect their contracts.

The receipts from internal revenue for the month of December, 1870, were $9,510,174 58, or $2,209,466 98 less than for December, 1869. For the last six months they aggregate $83,113,319 76, or $1,354,968 81 less than for the corresponding period of the preceding year. The estimate of receipts for the present fiscal year is, in round numbers, $120,000,000. The falling off will be more apparent in the receipts during the ensuing six months, but it is probable they will exceed the estimate by at least twenty millions.

The Houston *Telegraph* says:

We are thankful to the New Orleans REPUBLICAN for its words of commendation, but when it styles us "the *Rec.* Mr. Webb, editor of the Houston *Telegraph*," we most earnestly protest that we do not deserve it. We are not by far worthy of being called a preacher, and never preached a word in our life, but most ardently wish that we were good enough to be one. Our consciousness that we do not deserve the praise accorded, prevents us from copying the article.

Macy, the New York merchant, who kicked up such a rumpus the other day by arresting a number of respectable ladies upon the charge of stealing, has a novel way of dealing with his clerks. One of them has turned State's evidence upon him. She says that whenever the cash account of the clerks was short a dollar, they were charged with the deficiency. When the cash account ran over a dollar, Macy appropriated the dollar, and charged the cashier a dollar for making the mistake.

The South African brilliants are scientifically pronounced to be not genuine. A London jeweler has found them to be lumps of translucent quartz, and thereby won the eternal hatred of such as, making [illegible]

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, SATURDAY EVENING, January 7, 1871.

The money market continues to work about the same as during the past week or ten days. No difficulty is experienced in placing good paper at the rates quoted, and, in fact, the tendency is rather more toward inside figures. Most of the banks are amply supplied with funds available for the wants of their customers, very few if any of whom find it necessary to offer their paper outside. The street rates may still be quoted at 10@12 ⅌ cent ⅌ annum for A1 notes, accompanied by unquestionable collaterals, and 1@1½ for A1 business paper without collaterals. Mortgage notes rule at 10@11 ⅌ cent ⅌ annum for A1, and 12@14 for second grade.

Gold opened at 110⅝@110⅞ (against 110¾ at New York), and closed at the opening rates, touching 110¾ during the interim. The sales included $5000 at 110⅝, $2000, $3000, $5000, $3000 and $10,000 at 110½; $8000 and $20,000 at 110½@110⅝; $1000, $8000 and $15,000 at 110⅝, and $1000 and $6000 at 110¾. Nothing reported in silver.

Sterling exchange advanced in accordance with the improvement in gold at New York, the market closing ⅛ ⅌ cent above yesterday's quotations for commercial bills. The movement was again quite active, the sale embracing about £90,000, of which £2500 bill of lading at 119; £4000 at 119⅛; — bill of lading and clear at 119@119¼; £4000, £1000, £4000, £5000 and £25,000 clear at 119¼; £6000 bill of lading at the same; £6000 bill of lading and clear at 119@119⅛; £7000 at 119¼@119⅜; £2500 A1 clear and £7000 A1 bill of lading at 119⅜, and £3000 strictly A1 clear at 119½. Sterling may now be quoted at 119@119¼ and 119⅜ for good to A1 bill of lading and clear, and 120@120¼ for bank.

Domestic exchange was steady and very firm. The banks drew on New York for remittance at ⅜ ⅌ cent discount, and the sales included $10,000 bank sight on New York, and $16,000, $20,000 $25,000 and $60,000 private bankers' at 7-16 discount; $10,000 private bankers', and $20,000 and $30,000 bank at 15-32; $50,000 bank and $12,000, $25,000 and $50,000 private bankers' at ½; $20,000 commercial at 9-16; $25,000 at ⅝, and $7000 three days sight at ¾. Bank gold checks on New York are quoted at ⅜ ⅌ cent discount.

Yesterday not reported. 220 shares Navigation stock sold at $5 87½, and 150 at $4, and to-day 100 same at $4 and 300 at $4 25.

Nothing transpired in bonds.

$7000 new State warrants changed hands at 70c. Dealers bought these at 69@70c, and new Metropolitan Police at 96@97c, and sold the former at 70@71c, and the latter at —@97½c.

Dealers' rates for city treasury notes were 25 ⅌ cent discount buying and 21 selling.

COMMERCIAL.

SATURDAY EVENING, January 7, 1871.

COTTON—The sales to-day summed up 3000 bales at easier prices generally, and a decline of ⅛c in the medium grades. We now quote low ordinary at 10¾@11¼c; ordinary at 11¾@12¼c; good ordinary at 13@13⅛c; low middling at 13¾@13⅞c; middling at 14¼@14½c, and strict middling at 14¾@15c.

The above figures show no change in middling, and a decline of ⅛c in good ordinary and low middling. The former being in good request, and only moderate supply, maintained its position much better than the lower grades. Strict low middling sold in exceptional cases at 14c, but it was also reported at 13¾. Some buyers alleged that no low middling could be found under 13¾, while others claimed that they had bought at 13½, the discrepancy between them being no doubt in some degree owing to difference in classification.

COTTON STATEMENT.

Stock on hand September 1, 1870—bales	90,[illegible]
Arrived since last statement	2571
Arrived previously	518,302—520,873
Total	611,[illegible]
Cleared to-day	11,[illegible]
Cleared previously	526,[illegible]—537,[illegible]
Stock on hand and on shipboard—bales	214,[illegible]

To-day's exports embraced 5839 bales to Liverpool, 3801 to Bremen, 405 (including 885 half bales) to New Orleans, 1100 to Boston, and 2862 to New York. Receipts proper since last evening 5,[illegible] bales, against 6[illegible] on last Saturday and 4296 last year, and since August 31, [illegible] bales, against 1[illegible],204 last year.

SUGAR—Received to-day 648 hhds. The demand is moderate at about previous prices and the supplies were mostly sold at 5½@5¾c for inferior, 6¼@6½c for common, 7¼@7½c for fair, 8@8½c for good fair, 8¾@9c for fully fair, 9½@10c for prime to strictly prime, 7½@10c for seconds and centrifugal, 10½@10¾c for yellow clarified, and 11¼@12½c for white.

MOLASSES—Received to-day, 2100 hhds. The market is dull and prices have declined. The supplies were mostly sold, however, at 25@30c for inferior, 40@45c for common, 50@55c for fair, 55@56c for prime, 57@58c for strictly prime and 60@70 for choice.

FLOUR—The market is quiet and unchanged, with a local demand. About 2000 bbls were sold to the trade to-day, of which 50 on its merits at $5 25; 50 and 100 superfine at $5 50; 65 and 85 single extra at $5 62½; 50 and 100 double extra at $6 75; 112 single extra at $6; 50 and 125 choice extra at $7, and 700 do on private terms; 125 half bbls treble extra sold on private terms.

CORN—Some supplies expected have not reached here to-day, and prices have advanced, with a good demand. About 2500 sacks were sold to-day, of which 150 and 150 yellow at 69c; 900 do at 70c; 500 white at 72c, and 100 choice at 75c. Last evening 2800 sacks were sold, of which 700 and 1200 yellow at 67c, and 1000 white at 70c.

OATS—There is none on the landing; 100, 100 and 250 sacks St. Louis sold, in warehouse, at 58c ⅌ bushel.

BRAN—There is none on the landing; 50 sacks sold at $1 35 ⅌ 100 lbs.

HAY—Is quiet but firm. Prime is quoted at $28@29; choice $30@31 ⅌ ton.

PORK—The market is firmer to-day, with a good inquiry. Twenty-five, 50 and 150 bbls mess sold at $20 75 ⅌ bbl. It is retailing at $21@22 ⅌ bbl.

BACON—Clear rib sides are offered at 12½c; clear sides, 13c. Sugar cured hams are quoted at 19@20c; 20 tierces sold at 20c ⅌ lb. There was nothing done in shoulders here.

LARD—200 kegs kettle rendered sold at 11c ⅌ lb. Tierces are quoted at 12c; at retail ½c more is obtained.

DRY SALT MEAT—Is in light supply. Shoulders are quoted at 9c. Rib sides are held at 11c; clear rib 10¾c; clear 11¼c.

BREAKFAST BACON—Western is selling at 15@17c; Northern at 17c ⅌ lb.

Weekly Quotations of Hides, Etc.

The following report was prepared by Messrs. Hay & Mehle. Their quotations represent actual sales at first hands. Expenses taken out, weighing, bundling, drayage and commission have to be added:

Steer hides, city slaughter, over 35 lbs, ⅌ lb	— @—
Steer hides, city slaughter, 20 to 35 lbs, ⅌ lb	— @—
Steer hides, city slaughter, under 20 lbs, ⅌ lb	— @—
Cow hides, city slaughter, as they run, ⅌ lb	9 @—
Kips, city slaughter, 20 to 24 lbs, ⅌ lb	11 @12
Kips, city slaughter, 25 to 30 lbs, ⅌ lb	9 @12
Calf skins, each	— @$1
Country hides, flint, 20 to 25 lbs, ⅌ lb	14 @15
Country hides, flint, damaged, half price.	
Beeswax, prime yellow, ⅌ lb	30 @—
Ox horns, each	6 @—
Tallow, ⅌ lb	7 @3

Hides are quiet and steady, with only a limited business for the week, at unchanged prices.

The trustees of Phillips' Exeter Academy have published an appeal to the graduates to contribute funds to erect a new building in place of that burnt on Sunday, December 18. They say it will cost at least $50,000; that the funds of the institution amount to but $120,000, and that it would seriously cripple the school, which has been doing "more for the aid of indigent and meritorious students than has been done by any other school or college," to take the amount required for the new building from this fund.

A Boston lecture committee recently invited Olive Logan to lecture in that city on a Sunday night. Whereupon Olive replied as follows: "Six days shalt thou labor, and do all thy work; but the seventh is the Sabbath of the Lord thy God; in it thou shalt

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, SUNDAY MORNING, January 8, 1871.

WEATHER, BUSINESS, ETC.—Yesterday was a cool, clear, pleasant day—in every way suitable to those poor mortals who so dearly appreciate the sunshine. Pleasant weather always has its charms, be business dull or brisk. Business yesterday was as dull as on the preceding days. Shipments were not heavy, and the receipts were not near so large as on the corresponding day of the preceding week.

Steamboatmen have accepted the dull times as a settled fact, and every day witnesses a new addition to the "bone-yard fleet." Before the holidays, the general tone of conversation among river-men was to the effect that, after the holidays, business would improve, but we can not perceive where the prediction has been verified. The high price of fuel is one of the primary causes of the present dearth of business, and it is sincerely to be hoped that the ice embargo in the upper river will soon be over, and that the delayed coal fleet will be enabled to come through without accident. Rates of freight have not advanced to any higher figure, as we thought they would, but steamboats are laying up.

Among the arrivals yesterday we notice the mammoth steamer Dexter, with a full trip of Western produce, and a cabin filled with passengers. Big Sunflower and Jennie Howell, with fair trips.

The departures were the Henry Ames, to St. Louis, with a fine trip of people, and a good cargo of sugar and molasses. The Henry C. Yaeger, to Pittsburg, with twelve hundred tons of sugar and molasses, and no people. Natchez, to Vicksburg, with a large list of passengers, and her usual complement of freight. Tallahatchie, to Camden, with the Governor Allen's trip. The Rose Franks left for the Ouachita river, with a moderate cargo. The B. L. Hodge, Peerless, Arkansas, Era No. 2, and Lessie Taylor, all left as advertised.

The reports from the tributaries still continue to announce a good stage of water.

MISCELLANEOUS ITEMS.—The steamer Governor Allen on yesterday concluded that another trip up the Ouachita river just at present would not pay. She therefore turned her trip over to the steamer Tallahatchie, and will go into retirement until more propitious times.

Captain John Sinnott informs us that the famous steamer Robert E. Lee, fully repaired, will come to the wharf on Tuesday next, and resume her day in the Vicksburg line. This news will, no doubt, be hailed with delight, as the Lee is one of the most popular vessels afloat.

The Red River Packet Company will send out the new and fleet steamer Red Cloud on next Tuesday, for all landings on the Red river. Captain H. J. Brinker commands this fine steamer.

Captain R. C. Mason, clerk of the steamer H. C. Yaeger, did not go out on that vessel last evening, but remained over to tend to some of the boat's business. He will remain in town until to-morrow evening, and will make his headquarters at the office of C. G. Wayne, No. 37 Natchez street.

The Potomac and John Kyle have nearly completed their repairs and will both come to the landing this week.

The Ozark, under command of Captain Phil Crooks, will arrive here on Sunday and leave on Tuesday in the Bayou Meaon trade.

The Memphis *Sun* of the sixth says that the Belle Lee came up as far as Shoo Fly bar, but, being unable to get over, transferred her Memphis freight and passengers to the A. J. White, which steamer was expected in last evening with all she could carry. The George W. Cheek took down the freight and passengers of the Belle Lee to the bar. She went away with her guards dipping the water.

The R. P. Walt broke a shaft near Clarendon, Arkansas, on Saturday.

The Falls City succeeded in getting off the Portland wharf without any damage.

J. H. Kendall, a White river pilot, died at Memphis on the second instant.

During the year 1870 there have been 203 arrivals of steamers at the port of New Albany. The amount of wharfage collected for the same by Captain Foster aggregates $5,241 88. Of this amount $1,792 90 was paid into the city treasury, the residue, $718 98 being his per centage.

The Memphis Dry Dock is to be sold at auction on the twenty-eighth.

Freight rates from Cairo to Memphis are thirty cents for flour, twenty cents for bacon and lard, and fifty cents per barrel for pork.

The City of Quincy and Shannon are en route from Portland to this city.

FOR ST. LOUIS.—The fine side-wheel steamer Alice, will leave to-morrow, at 5 P. M., for the above and intermediate landings. Capt. Vickers commands, and Mr. Robert Chandler is chief clerk. In mentioning the Alice we can, with most perfect confidence commend her and her officers to both shippers and travelers. She is a speedy and safe steamer.

FOR CINCINNATI.—The magnificent and new steamer Charles Bodmann was detained yesterday unavoidably, but will positively depart to-morrow evening, at five o'clock, for all landings on the Ohio river to Cincinnati. We have already mentioned the comforts and advantages possessed by this elegant steamer, and will again place before our merchants the fact that she was built expressly for the trade she is in, and that it behooves them to give her their full patronage, so as to show her owners that they fully recognize her worth. Captain O. P. Shinkle, the commander of the Bodmann, and Mr. Byers, chief clerk, are true gentlemen and experienced boatmen. Remember she will leave at 5 P. M. positively.

FOR COUSHATTA.—The swift and beautiful steamer Belle of Alton will leave for the above and way landings, on Tuesday, at 5 P. M., punctually. Captain John A. Bruner commands, with George C. Hamilton in the office.

FROM OUR EXCHANGES.—The Memphis *Sun* of the sixth, says: The river continues stationary at this point, or nearly so, with about seven feet of water between here and Cairo, and about eight over Shoo-Fly bar below. Cairo is still the head of navigation on the Mississippi, and the prospects are good for it so remaining for sometime to come. Navigation on the Ohio has met with another check. Boats running between Cairo and Evansville have been forced to lay up on account of the ice, and five ice gorges are reported between Evansville and Cincinnati.

The Louisville *Courier-Journal* of the sixth says:

The river is still unnavigable on account of ice, and is, in many places, gorged. The water has receded about four inches since our report of yesterday. During yesterday very little ice floated past the city, in consequence of the gorge above the city. At midnight the thermometer stood at 15. Three feet nine inches in the canal, one foot nine inches on the falls, and three feet six inches on Portland bar.

The Cincinnati *Gazette*, of the fourth instant, says: Captain Thompson Dean will commence building immediately a steamer to take the place of the ill-fated mammoth Thompson Dean.

Business was as active as desired by steamboatmen.

The river rose two feet three inches after six o'clock yesterday morning, and at six o'clock last evening there were seven feet eight inches of water in the channel, by the metal marks at the waterworks. Ice much heavier yesterday.

The St. Louis *Republican* of the fifth says:

No arrivals; no departures. River slowly rising. Ice still holds fast. Very little doing in shipments. Several boats are at Cairo and Belmont receiving freight. The W. R. Arthur is at Cairo receiving for New Orleans. The T. L. McGill is at Belmont receiving freight via St. Louis and Iron Mountain Railroad. The Cairo short line is doing everything possible to hurry along freight to Cairo. Steamboatmen despair of getting freights enough to make return trips to New Orleans. The boats arriving at Cairo lay up for the present. The Rubicon will not attempt to get a load at present. The Red river boats are quiescent. The Richmond is lying idle at Cairo, and will not get, or attempt to get, a load at present. There were quite a number of prominent steamboatmen on 'Change yesterday. The ferry packets continue to make regular trips. Foot passengers generally take the ice to go to East St. Louis.

A soft young man, who has been interviewing Pauline Markham for the *Herald*, concludes his repot: "With these last words Miss Markham swam out of the office with the graceful undulations of a white

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Sunday, January 8, 1871.

CLEARED YESTERDAY.

Steamship Benville, Baker, for New York
Steamship Morgan, Lockwood, for Indianola via Galveston
Steamship Cortez, Nelson, for New York
Steamship Gen Meade, Sampson, for New York
Steamer Henry Ames, Jacobs, for Memphis
Bark Maggie W Neil, Smith, for Liverpool
Steamer H C Yaeger, Brady, for Louisville
Ship Riverside, Randall, for Bremen
Bark Sea, Bonner, for Liverpool
Bark Nova Scotian, Hatfield, for Liverpool
Brig Margaret, Johnson, for Charleston
Schooner Salvador, Simpson, for Vera Cruz
Schooner Annie Lyons, Kemp for Boston

ARRIVED YESTERDAY.

Steamship St Mary, Hawthorne, from Indianola via Galveston, to G A Whitney & co—1st district
Steamship Crescent City, Norton, from New York to Low & Ludwigsen—2d district
Steamship Marta, —, from Havana to master—2d district
Steamship Grange, Houston, from Belize, Honduras, to G W Hynson & co—
Brig Eolo, Corinne, 57 days from Cette, to master—2d district
Brig Marie Angela, Sonsat, 4 days from Havana, in ballast, to Pugh Bros—2d district
Schooner Challenger, Woodville, 8 days from Utila, to S Olcott—2d district P T
Lugger White Camelia, Rhodus, from Bayou Terrebonne, to master—2d district 8
Lugger Magenta, Paolini, from Pointe a la Hache, to master—2d district 15

TOWBOATS.

Abby Palmer—From the Passes—Towed down and to sea, 4th instant, ship Delftshaven and barks Bridgeport and St Paul—Brought up, brigs Eolo and Marie Angela and schooner Challenger

STEAMBOATS.

La Belle, Bugess, from Donaldsonville.
Jennie Howell, Blanchard, Donaldsonville.
Louise Hopkins, from Mobile.
Big Sunflower, Ledbetter, Tallahatchie river.
Steamer Dexter, Jones, from Cairo
Steamer Agnes, Ross, from Barataria

BELOW COMING UP.

Brig Marchioness, Collins, 20 days from Boston—to master—
Brig Maria Rosa—Montrave, 5 days from Havana—in ballast to Pugh Bros—
Bark Peabody, Sunload, from Cardiff Wales, to master—
Ship Gold Hunter, Freeman, from Antwerp, in ballast, to Lowell & Bailey—
Schooner J S Ingraham, Packard, 12 days from New York, to Geo A Fosdick & co—
Schooner R B Emery, Clayton, 15 days from Philadelphia via Key West, to master—
Schooner J H Foval, Dayton, 3 days from Galveston, in ballast, to master—

EXPORTS.

NEW YORK—Steamship Gen Meade—604 bales cotton 1500 bbls molasses 30 bbls oil 150 bbls pecans 34 bales moss 24 hhds tallow 434 hides 3 bales skins 224 bags wool

NEW YORK—Steamship Benville—1261 bales cotton 110 sks cotton seed 150 hhds sugar 342 bbls of molasses 202 bdls hides 2 cases mdse

INDIANOLA VIA GALVESTON—Steamship Morgan—For Galveston—500 bbls flour 112 bbls whisky 50 bbls meal 100 bbls potatoes 47 hhds sugar 60 sks corn 40 bags coffee 1795 pkgs mdse

For Indianola—100 bbls flour 100 bales hay 80 half bbls flour 200 sks corn 1400 of pkgs mdse and sundries

NEW YORK—Steamship Cortez—977 bales cotton 25 bdls hides 7 hhds tobacco 1376 bbls molasses 604 sks cotton seed $314,735 in specie and sundries

LIVERPOOL—Bark Maggie W Neil—1520 bales cotton and sundries

LOUISVILLE—Steamer H C Yaeger—67 sks soda ash and sundries

BREMEN—Ship Riverside—1261 bales cotton 1200 staves and sundries

LIVERPOOL—Bark Sea—2227 bales cotton 1200 staves

LIVERPOOL—Bark Nova Scotian—2011 bales cotton 500 bbls rosin 2400 staves

CHARLESTON—Brig Margaret Johnson—526 bbls molasses 35 hhds sugar 31 pkgs mdse

VERA CRUZ—Schooner Salvador—46 bales cotton 365 half bales cotton 19 cases oil 7 pkgs mdse

BOSTON—Schooner Anna Lyons—1100 bales cotton 9 bbls molasses 2 bbls sugar 4200 staves

MEMPHIS—Henry Ames—24 crates earthenware 2 hdse

IMPORTS.

NEW YORK—Steamship General Cerrillo—Asstd mdse

BELIZE, HONDURAS—Steamship Grange—Asstd mdse

INDIANOLA VIA GALVESTON—Steamship St. Mary—31 bales cotton 5750 in specie 225 bbls beef and sundries

MOBILE—Steamer Louise—251 bales cotton and sundries

BARATARIA—Steamer Agnes—12 hhds sugar 30 bbls molasses 150 half bbls molasses

RECEIPTS OF PRODUCE.

CAIRO—Steamer Dexter—600 bales cotton 2000 bbls flour 411 bbls pork 1174 sks corn and sundry produce

DONALDSONVILLE—Steamer La Belle—45 hhds sugar and sundries

DONALDSONVILLE—Steamer Jennie Howell—192 bales cotton and sundries

TALLAHATCHIE RIVER—Steamer Big Sunflower—607 bales cotton and sundries

BY THE RAILROADS.

NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD, January 7—100 sks cotton and sundries

MORGAN'S LOUISIANA AND TEXAS RAILROAD January 7—351 hhds sugar 727 bbls molasses 312 bales cotton 134 sks seed cotton and sundries

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, January 7—404 bales cotton and sundries

CONSTABLE'S SALES.

Philip Manbray vs. A. Chevalier—Third Justice of the Peace, parish of Orleans, No. 3631.

BY VIRTUE OF A WRIT OF FIERI FACIAS to me directed by the Honorable John P. Montamat, Third Justice of the Peace, in and for the parish of Orleans, I shall proceed to sell at public auction, on MONDAY, January 16, 1871, at twelve o'clock M., at the warehouse No. 65 Bienville street, the following described property, to wit—

ONE BALLOON, TACKLE AND APPAREL

Seized in the above entitled and numbered suit.

Terms—Cash in United States treasury notes.

WILLIAM WEEKS,
Constable Third Justice of the Peace.

Mrs. E. Drummond vs. Mr. and Mrs. Westerfield—First Justice Court, parish of Orleans.

BY VIRTUE OF A WRIT OF FIERI FACIAS, to me directed by the Hon. H. M. Dibble, First Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction, at my warehouse, No. 139 Julia street, on TUESDAY, January 17, 1871, at twelve o'clock M.—

ONE LOT OF HOUSEHOLD FURNITURE.

Seized in the above suit.

Terms—Cash on the spot in United States treasury notes.

DANIEL CROWLEY,
Constable First Justice Court.

P. Lefevre vs. F. Mouney—Second Justice of the Court, Parish of Orleans, No. 10,634.

BY VIRTUE OF A WRIT OF FIERI FACIAS To me directed by the Hon. W. L. Evans, Second Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction on SATURDAY, January 28, 1871, at twelve o'clock M., at the Merchants and Auctioneers' Exchange, on Royal street, between Canal and Customhouse streets, in the Second District of this city, the following described property, to wit—

A CERTAIN LOT OF GROUND, with building and appurtenances, designated by the No. 106, on a plan drawn by C. De Armas, on the seventeenth day of April, 1852, and deposited in the office of said notary, which lot forms the corner of Dumaine and Dorgenois streets, and measures twenty-nine feet ten inches front on Dumaine street, by one hundred and one feet eight and a half inches in depth and front on Dorgenois street, and one hundred and one feet six inches five and a half inches in depth on the opposite line, purchased by the defendant from Alain Soulie, by act passed before A. Duross, dated twenty-fifth day of September, 1859.

Terms—Cash on the spot.

A. J. DAVIERN,
Constable Second Justice Court.

Lizzie Sumpter vs. Elizabeth Walkenshaw—Second District Court for the parish of Orleans, No. 10,776.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the Hon. W. L. Evans, Second Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction, on MONDAY, January 16, 1871, at twelve o'clock M.—

ONE LOT OF HOUSEHOLD FURNITURE, at my warehouse, No. 246 Girod street, as per inventory on file in my office.

Terms—Cash on the spot in United States treasury notes.

ANDREW J. DAVIERN, Constable.

PERIODICALS.

THE HOUSTON UNION

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PRINTING ESTABLISHMENT.

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TRACY & QUICK,
Editors and Proprietors.

THE UNION is printed Daily, Tri-Weekly and Weekly, and is the leading organ of the present State administration, which will remain in possession of the State government until the next election—in 1873—and probably longer.

It is also the "Official Organ of the United States," for the publication of the Acts of Congress, all Postal Matters, Mail Contracts, United States Marshal's Sales, Bankrupt Notices, etc.

The UNION is a firm, zealous, uncomp