[CONTINUED FROM FIRST PAGE.]

Judge Wheeler, at 12 M.: Belle Lee and Tom Jasper, 3 P. M. Down: Susie Silver, at 8 P. M. Raining here all day.

MEMPHIS, February 11.—Weather cloudy and rainy. River rising. Passed up: Henry Ames and City of Vicksburg.

LOUISVILLE, February 11.—The river has fallen ten inches in the past twenty-four hours, with five feet and six inches in the shute, and seven feet and ten inches in the canal.

Weather cold and rainy.

Arrived: Collier and barges, from Pittsburg. Departed: Collier and barges for St. Louis, and Mary Houston for New Orleans.

PITTSBURG, February 11.—The Monongahela has four feet and six inches in the channel.

Departed: St. Charles for Cincinnati, and Carrie Brooks for Zanesville.

CINCINNATI, February 11.—The river has seventeen feet in the channel.

Arrived: Alex. Mitchell, from New Orleans. Departed: Robert Burns, for Memphis; P. W. Strader and J. W. Garrett and barges, for New Orleans.

MARKETS.

Domestic Markets.

NEW YORK, February 11, Evening.—Cotton closed quiet and stronger; sales to-day 2000 bales; middling uplands 15½c. Flour 5@10c better; superfine State and Western, $6 25@6 40; common to choice extra State and Western, $6 85@8 25. Wheat unsettled; closing pretty strong; winter red and amber, $1 59@1 61. Corn firm, 81@83½c. Pork quiet and steady. Beef steady. Lard dull and heavy. Groceries in moderate request. Freights a little firmer.

Mrs. Oates at the Academy.

The New York *Evening Telegram*, in an article on the opera company of Mrs. James A. Oates, mentions that lady in a justly complimentary manner, and says:

Mrs. Oates is naturally the first and most prominent performer in the troupe. To say that she is brilliant but half expresses the truth, which we desire to say of her. An actress known only in the western and rural districts, and a stranger in our city, she alighted among us like a sudden and beautiful meteor, and lighted up the theatrical horizon with a halo of great splendor. She bounds upon the stage with all the grace of sprightly youth. She has vivacity in the highest degree. She captivates by her artful and winning ways, yet elicits the admiration of her audience by drawing a close line between broad and lenient humor, and the obscenity of acting, for which the former is made to pass. She has wisely deferred appearing before a critical metropolitan audience until time and experience had ripened the crude talent she possesses into fully developed artistic genius. In stage business, however, she has much to learn. She missed many opportunities of making telling hits, and partially spoiled others she attempted, by a too great eagerness to please, and a carelessness of the well known rules of the stage. These are defects which study and care can easily remove. We have reserved Mrs. Oates' greatest attraction to speak of last. It is that of her wonderful voice. She possesses a musical organ of the highest order. She warbles in a manner to call forth the delight and approbation of the most critical musician, for she uses her fine and flexible voice in the most telling and artistic manner. She literally filled the house with the most beautiful melody, and richly deserved the storms of applause which greeted her every musical attempt.

The pianos manufactured by the St. Louis Manufacturing Company, of which Mr. Blackmar, No. 201 Canal street, is the agent, are fast making their way into public favor in this State, as they have in Missouri, Illinois and adjacent States for some years past. Among the numerous first class premiums that these pianos, known as the "Bell Treble," have taken in the States of Missouri, Illinois, Kansas, Iowa and Texas, are two in New Orleans—a gold medal in 1866, and a gold medal and diploma in 1870. It is unnecessary to describe their various excellent points. They are for sale at Blackmar's, where purchasers can satisfy themselves by personal examination. The terms of sale are $100 cash, and $25 per month until the balance be paid.

We are gratified to notice that the firm of C. F. Holle & Co. is located at No. 81 Magazine street, between Poydras and Lafayette streets, where it is taking measures to do an extensive business commensurate with its ample means. Messrs. Holle & Co. have now on hand an extensive supply of lager beer, ale and porter of the most superior qualities. Their facilities are such that they will always be stocked with the very best articles of produce. We had recent occasion to call at their establishment, and were equally pleased and surprised to see the extent and completeness of their business arrangements. The senior partner of the firm, Mr. Holle, is noted for his business qualifications, and dealers in produce, as well as coffeehouse keepers, would do well to give him a call.

A newspaper correspondent gives this as a full report of the response of a United States Senator elect to a serenade: "Those who know me best, know that I would rather work than talk. I am for the people, for liberty and the constitution. I hope to meet you all while here in the Legislature, in social talks, and, I had almost said, drinks."

The Troy Times, of February 1, speaking of the Hudson River Ice Company, says: "There are not less than 10,000 men, and 1200 teams briskly engaged. About 1,000,000 tons have been cut and housed for the local supply along the river, and the entire crop will probably be in the neighborhood of 2,500,000 tons."

This evening is the last night of the Japanese Troupe at the Academy of Music. Hundreds were unable to obtain admission at the matinee yesterday.

A pretty ornament may be obtained by suspending an acorn by a piece of thread tied around it, within an inch from the surface of some water contained in a vase, tumbler or saucer, and allowing it to remain undisturbed for several weeks. It will soon burst open and small roots will seek the water, a straight and tapering stem, with beautiful glossy green leaves, will shoot upward and present a pleasing appearance. Chestnut trees may be grown in this manner, but their leaves are not so beautiful as those of the oak. The water should be changed once a month, taking care to supply water of the same warmth. Bits of charcoal added to it will prevent the water from souring. If the leaves turn yellow, put a grain of nitrate ammonia in the utensil which holds the water and it will renew their luxuriance.

Catherine Beecher wishes it to be distinctly understood that she is not identified with the woman suffrage movement. She goes a step further than any of the male opponents of the measure, for she regards it as "an act of injustice and oppression to force conscientious women to assume the responsibilities of the civil state, when they can so imperfectly meet the many and more important duties of the family state and its connected ministries of instruction and benevolence." This is a hard hit.

A staid gentleman in Northampton, Massachussets, who lives in a block the houses of which are all alike, went home the other night, and, proceeding up stairs, undressed in the dark, and attempted to go to bed, but, to his astonishment could find no bed. Striking a match he ascertained that he was in the wrong house. Dressing hastily, he beat a retreat, and nothing would have been known about it if a friend of his had not met him in the hall as he was going out and demanded his business.

THE LATE JAMES BLUDSO, ESQ.

BY A DISGUSTED ENGINEER.

I've read that screed about Bludso,
Who run on the Prairie Belle;
Whether him or the man who wrote it
Was the biggest fool I can't tell;
But one thing that's dead certain,
The fellow who spun that yarn
Knows more about haystacks than smokestacks,
And I think that he'd better larn.

Before writing of boats and engines,
And engineer's work and the like,
A safety-valve from a throttle,
New York slang from Pike
And as for a couple of wives or so,
And things as bad or worse,
I hold these are private matters,
And not fit subjects for verse.

What I look at is the foolishness
That he puts in an engineer's lips
About "holding his nozzle against the bank,"
And the way that he passed in the chips.
Does he think that a greaser uses a pole
To poke a steamer along?
Don't he know that an engine'll go kaboosh
If you open the throttle strong?

A man that runs on the Mississippi
Has trouble and worry enough,
Without being saddled after he's dead
With a lot of disgusting stuff.
Why, a fellow that didn't know more than him
He couldn't have held a place
On a "wheelbarrow" boat to tow coal scows,
Much more on a packet to race.

If he had "seen his duty" at all,
He'd have known that he could do more
Be letting up on that "yelling" of his
And helping the others ashore.
But if he was such a dod-rotted ass
As to stay and be cooked that night,
I know what a Pike county verdict would be:
'Twould be, "served the darned fool right."

[Providence Herald.

The San Domingo Expedition.

Grave apprehensions are beginning to be entertained at Washington with regard to the safety of the Tennessee, which conveyed the San Domingo commission from New York. She has now been twenty-three days out: No intelligence has been received of her from any quarter. A report was received from New York to-day, saying that she had been foundered, and that all on board had been lost. The story gained rapid circulation, and created intense excitement in both houses of Congress, where members gathered in knots to discuss its probability, neglecting for the time the business in progress. Several members telegraphed immediately to New York and were soon assured that it was without foundation. Others proceeded to the White House and Navy Department, where they received like assurances. While immediate concern was allayed upon learning that no actual bad news had been received, there remains an anxious feeling, which is caused by the fact that no tidings whatever of the steamer have been received. The President himself is said to have been uneasy about this matter for several days. He caused a telegram to be sent to Havana, last week, to ascertain whether any news had been received at that point, which was answered in the negative. Senator Morton is ill and confined to his room, partly on account of his apprehensions as to the fate of the Commission. The Tennessee, it is stated, had never been to sea before, this being her first trip. She was completely overhauled before starting, and was supplied with new machinery, engines and boilers. With fair weather, and her machinery keeping in good order, it was calculated that she would make the trip in eight days. The theory seems to be that her machinery got out of gear, and that she was compelled to proceed under sail, in which case it is thought it would probably take her twenty-five days to make the trip. The principal mystery seems to be why it is she has not been spoken, inasmuch as her route the entire trip was along a path which is followed by our entire coastwise and gulf trade. This is the chief subject of talk to-night, both in private and official circles. There is no doubt that the startling rumor of this afternoon has awakened apprehensions which will not be allayed until the receipt of definite intelligence.

A special to the Chicago *Tribune* of the ninth instant says:

Secretary Boutwell was before the Ways and Means Committee, to-day, for the purpose of consulting the members thereof with reference to the policy of constructing new public buildings. He stated that he was overwhelmed with petitions from all parts of the country asking that buildings of this character be erected, and also demonstrating that the necessity for these buildings was imperative. He said that he was not prepared to say, just then, what he would recommend, but would send a letter to-morrow to the committee, expressing his views. The committee are of opinion that in some sections of the country appropriations will be necessary to renovate old buildings or to erect new ones, but they are not now prepared to inaugurate the policy of erecting new ones. The committee also agreed to recommend that an appropriation of $80,000 be made to Major Powell to continue his explorations, and $14,000 to Captain Hall for the same purpose.

The Selma *Reporter* says:

Colonel Wood, an old gentleman from Choctaw county, passed through Selma, on his way to Pleasant Hill, yesterday morning. It will surprise our readers to hear that this old man, seventy-three years of age, walked all the way from his home in Choctaw county to Cahaba. He was a soldier under General Jackson, was in the battle of New Orleans, and afterward fought through the Mexican war with the rank of major, and well remembers having given a dram to Lieutenant U. S. Grant to steady his nerves for the fray. He also did good service for the South during the "late unpleasantness." After the war, Colonel Wood went to Washington to look after the pension due him from the United States government, but failed to get it on the score of his having been a "rebel." The old gentleman has been a great traveler, and is very intellectual. His faculties retain their wonted activity, and his figure possesses quite a youthful appearance.

This is a dispatch to the Memphis *Scimitar*:

WASHINGTON, February 9.—The daily weather reports collected at the signal office of the War Department for thirty-four stations throughout the country, extending from Key West to Portland, and from New York to San Francisco, are published every morning in over one hundred newspapers, and are attracting much attention among commercial men and ship owners, as well as men of service. An important feature is soon to be introduced in the form of a daily forecast of the weather, based on the regular reports of young men of education desiring positions as observers.

A Washington dispatch says:

On examination of the reports of surveys of distilleries made under what is commonly known as the forty-eight hour fermenting period, it has been determined to hold such said surveys as were made prior to the first day of March, 1870, as taking effect on and after that date. All assessments made prior to that date will, therefore, be adjusted accordingly upon application to the Internal Revenue Bureau for abatement or refunding, as the case may be.

A banker's clerk, accustomed to such work, has furnished a calculation of what the compound interest and principal of the Pacific railroad subsidy bonds would amount to in thirty years, the time the bonds have to run. The principal, being all bonds issued to the Pacific railroads, is $64,000,000. In twelve years the interest and principal would amount to $129,786,681—more than double the original amount. In twenty years it would amount to $206,888,864; in twenty-five years, to $276,863,966; in thirty years the total, principal and interest, would be $370,476,129, being $64,500,000 original principal, and $305,976,129 interest. In twenty years after that, the principal and interest would amount to more than our present national debt.

The Boston *Herald* is gloating over the fact that the Michigan Southern Railroad has outdone the daughty Fisk in the matter of palace cars, having produced one which cost $40,000. The main features of this movable palace are that it has water pipes running around the sides, so that water can be obtained by the occupants of the cars without rising from their seats, a bridal chamber with bed like down, and with a white satin coverlid and innumerable mirrors, and extra sized platforms with facilities for promenading, and a wire fence to prevent accidents to promenaders. The Western railroad cars, of late years, have been very luxurious, but this last one must surpass them all.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, SATURDAY EVENING, February 11, 1871.

We have no change to report in the money market proper. The street rates are still 10@12 ₱ cent per annum for Al notes secured by unquestionable collaterals, and Al business paper without collaterals, and 9@11 for Al mortgage paper, and 12@14 for second grade.

Gold opened at 111⅝@111¾ (against 111¾ at New York), and closed at 111⅝@111¾ (against 111⅝). The sales included $5000 at 111⅝; $5000, $10,000 and $20,000 at 111¾; $5000 at 111 9-16, and $1400, $2000, $5000 and $5000 at 111¾.

A small amount in American half dollars changed hands at 109.

Only a moderate business was transacted in foreign exchange, and rates ruled lower in agreement with the course of gold. The sales of sterling were confined to about £62,000, of which £2900 clear at 120⅞; £5000 bill of lading and clear, and £12,000 bill of lading at 120⅞@121⅛; £2000 and £3000 Al clear at 121; £3000 Al bill of lading at the same; £1000 and £2500 Al clear at 121¼; £10,000 first-class at 121⅛; £5000 at 121⅛; £4000 bank at 121¼, and £4000 Al bill of lading at 103⅛ gold. Sterling may now be quoted at 120⅞@121 for good to Al bill of lading and clear, and 121⅛@121¼ for bank.

We noticed rather more doing in domestic exchange, and rates were, if anything, a shade stiffer, though, on the whole, not quotably higher. The banks continued to draw on New York at ¼ ₱ cent discount and the sales included $10,000, $15,000, $15,000 and $25,000 private bankers' sight on New York, at 9-32 discount; $5000 and $10,000 commercial, $10,000, $15,000, $20,000, $25,000, $25,000 and $50,000 private bankers, and $25,000 bank at 5-16; $20,000, $25,000 and $50,000 commercial and $20,000 and $25,000 private bankers' at ⅜, and $25,000 sight on Boston at the same.

Ten thousand dollars private bankers' gold checks on New York were reported at ¼ ₱ cent discount.

There has been a more active movement in stocks than we have noticed for sometime past, the business including 250 shares Crescent City Bank, early, at $19 75; 20 and 50 do at $20 25; 70 do at the same; 50 do at $20 50; 40 Mechanics and Traders Bank at —; 100 Bank of New Orleans at $10; 50 do at $50 25; 10 Union Bank at $54, and 200 Cavasion Sulphur Mine at —, and 200 Louisiana Lottery, and 500 Metropolitan Savings Bank on private terms. Quite a number of Union Bank shares sold, the particulars of which were withheld. Early in the week 10 shares Canal and Claiborne Street railroad brought $9 50, and we understand that $51 was bid for it yesterday.

Operations in bonds were on a liberal scale. We noticed sales of $100,000 of State levee eights, new five year bonds at 80; $10,000 same, deliverable on Monday, at 82½; $10,000 new city 7 ₱ cents at 80½; $20,000 at 79 and $25,000 railroad city, July coupon at 69½. During the week there have been sales of $100,000 and $200,000 new State levee eights, said to be at 75.

In warrants 600 new Metropolitan Police were reported at 90½, and $15,000 new State at 74. Dealers bought the former at 92@92½ and the latter at 70@71, and sold the former at 92@93½ and the latter at 73@73½.

We heard nothing doing in city treasury notes excepting a few trifling sums to dealers who buy at 24@25 per cent discount and ask 22@24.

COMMERCIAL.

SATURDAY EVENING, February 11, 1871.

COTTON—The sales to-day embraced 5700 bales at prices requiring no change in quotations, except a reduction of ⅛c in the inside figures for good ordinary. We now quote low ordinary at 10½@11½c; ordinary at 11½@12½c; good ordinary at 12½@13½c; low middling at 13½@14½c; middling at 14½@14½c; strict middling at 14@15½c, and good middling at —@15¾c.

Operations were restricted by the scant supply of clean, bright cottons and even running lots, which were the most in request, while the kinds which constitute the bulk of the stock were neglected. Under these circumstances the peculiarities manifested a general tendency to weakness in figures, and sold at nominally irregular rates, but without requiring any reduction in quotations, except the slight modification above. We noted several sales of average good ordinary at 12½c, but buyers looking for strict could find none to suit under 12½c. Average low middling sold at 14, 14¼ and 14½c; good style at 15, and 16 and strict at 16 and 16½c. Some authorities quoted at 14¾@15c.

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		99,[illegible]
Arrived since last statement	1,[illegible]	
Arrived previously	[illegible]	[illegible]
Total		[illegible]
Cleared to-day	1,[illegible]	
Cleared previously	[illegible]	[illegible]
Stock on hand and on clipboard—bales		292,[illegible]

To-day exports embrace 2[illegible] bales to Liverpool, 1307 to Ravel, 1[illegible] to Barcelona, 4[illegible] to Providence, and 9[illegible] to New York. Receipts proper since last evening, 1[illegible] bales, against 4922 on that Saturday and 2[illegible] last week, making an aggregate since August 31 of 4[illegible] bales, against 712,[illegible] last year.

SUGAR—The receipts to-day are confined to 21 hhds. The demand is fair, and the supplies are selling at 5¾@6c in inferior to fair grocery, 6¼@7c for good common, 7¼@7½c for fair to good fair grocery, 7¾@8c for fully fair grocery or prime, 8@8½c for choice, 8½@9c for choice clarified, and 12@12½c for white.

MOLASSES—Over 1,[illegible] bbls were received to-day. The market for the open grades continues dull and quiet, prices ruling lower and in request. The only sales are selling among at 31@32c for fermenting, 35@37c for fair, 40@45c for prime, 50@55c for strictly prime, and 60@65c for choice.

FLOUR—The market is in better supply, there having been some receipts since yesterday. The demand is good, and prices are firm. There were sales to-day of 4[illegible] bbls superfine at $5 50@6 50; 10[illegible] do at $6 [illegible]@7 25; 2[illegible] single extras at $6 50@6 75; [illegible] do at $6 [illegible]@7 50; 1[illegible] double extras at $6 75@7 50 and 1[illegible] triple extras at $7 25@8 at $7 12½@8 50; and 100 treble extras at $7 25@8 for choice treble at $7 62½; 1[illegible] choice extra at $8 [illegible] do at $8 [illegible]; two do at $8 50; 50 do at $8 75 ₱ bbl.

CORN—In good supply and firm. 2[illegible] sacks were sold at 70c; 2[illegible] sacks white and 1[illegible] yellow and mixed at 70c; 200 white, and 200 choice white at 72c ₱ bushel.

BRAN—In good supply and the market is dull and lower. 500 small sacks sold at $1 10; 200 patent sacks at $1 20, and 500 at $1 25 ₱ 100 lbs.

OATS—The market is quiet at 65@66c for Ohio river and 60@65c for St. Louis and Galena. Ohio and St. Louis sold at 65c ₱ bushel. The receipts are low.

HAY—2[illegible] bales ordinary Ohio river sold at $22 50; 75 bales at $24, and 350 prime do at $24 50 ₱ ton.

PORK—Is quiet but firm with a light stock on hand. A lot of 80 bbls mess sold at $24 ₱ bbl. It is retailed at $24 50 ₱ bbl.

BACON—Is dull and unchanged. Shoulders are quoted at 9½c; clear sides 12½c, clear sides 13c; sugar-cured hams 17c ₱ lb.

DRY SALT MEATS—Eleven casks sold at 9c for shoulders, and 12c for clear sides and hams, and 50 boxes shoulders at 8c ₱ lb.

LARD—Forty tierces kettle rendered sold at 12½c ₱ lb. Tierces are quoted at 12¼@12½, kegs 13@13½c ₱ lb.

BREAKFAST BACON—Is selling at 16c ₱ lb for Northern and Western.

CORN MEAL—Two hundred bbls kiln dried sold on the levee at $3 75 ₱ bbl. It is held at the same price on the levee. Stock light.

BUTTER—The supply of the lower grades is more than ample and that of choice is fair. The demand is only moderate, and we still quote choice Goshen 40@42c, common 25@30c, good to choice Western 25@30c, inferior 12@20c ₱ lb.

CHEESE—In good supply and moderate request at 15@15c ₱ lb for Western factory, 13½c for reserve, and 17c for choice English dairy.

FREIGHTS—The demand, both foreign and coastwise, is active, and rates are steady and firm. There is very little unengaged tonnage in port. We quote: Cotton to Liverpool by sail, ⅝d; by steam, ¾d; to German ports, by sail, 11 hdd; to Genoa, 1¾c; to New York, by steam, ⅞c; to Philadelphia, ⅞c; sugar to New York and Philadelphia, by steam, $8; by sail, $7; molasses to New York and Philadelphia, by steam, $2 50; by sail, $2; oil cake to Liverpool, by sail, 28s 6d@35s ₱ ton.

COFFEE.—Messrs. Lonsdale, Marks & Co. in their circular of to-day say—stock in first hands 6707 bags, arrivals this week 10,477, sales 6000 bags, ex Catharine Scott, 5007, ex Trafalgar, 575, ex Woolfville, on private terms. Market—prime at 15½@15¾c ₱ lb (gold duty paid), good 14¾@15¼c, fair 14¼@14½c. Remarks—Reviewing the market for the week, we note a firm tone and free purchases. Stock in first hands 6702 bags and two cargoes below, coming up. Our dealers, who hold say 25,000 bags, are meeting the demand freely out of well assorted stocks.

Imports from first July to date.....125,270 bags.
Imports all last year.....139,742 bags.

Weekly Quotations of Hides, Etc.

Messrs. Hay & Mellis make the following report of transactions for the week. 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 85 lbs, ₱ lb	@ 8½
Steer hides, city slaughter, 70 to 84 lbs, ₱ lb	@ 8½
Steer hides, city slaughter, under 70 lbs, ₱ lb	@ 8½
Cow hides, city slaughter, as they run, ₱ lb	@ 8½
Kips, city slaughter, 20 to 24 lbs, ₱ lb	@12
Kips, city slaughter, 25 to 30 lbs, ₱ lb	@11
Calf skins, each	@1
Country hides, flint, 20 to 25 lbs, ₱ lb	@15
Country hides, flint, damaged, half price.	
Beeswax, prime yellow, ₱ lb	@28
Oxhorns, each	@ 6
Tallow, ₱ lb	@ 3½

The market for green salted stock is quiet, with a steady demand from tanners for medium weights. Dry salted stock has declined fully 1c ₱ lb.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, SUNDAY MORNING, February 12, 1871.

WEATHER, BUSINESS, ETC.—Yesterday was another changeable day. In the morning it was foggy, and the white rifts in the blue sky gave token that the rain was again in this latitude, and likely to fall. Rates are unchanged to all points. The river has begun to rise. The upper tributaries are swelling. Among yesterday's arrivals, the Lorena, from Pittsburg, came in, full of the usual amount of Cincinnati and Pittsburg freight. Among the departures were the Bodmann, to Cincinnati, with full trip; Pauline Carroll, to St. Louis, laden; James Howard, for railroad iron, to iron pile; Southwestern, light trip, to Jefferson; Mayflower, to Camden, with the finest cargo of the season; Glasgow, for St. Louis, with a fine trip; Welcome, to White river, with small trip.

MISCELLANEOUS ITEMS.—The steamer Belle of Alton, we are sorry to inform our Red River shippers, has withdrawn from that trade, and on yesterday evening turned over her trip to the steamer B. L. Hodge. The Belle of Alton will enter the Ouachita river to Trenton as a weekly packet. This is the trade she is best fitted for, and the one she should have gone into in the first place. Her new trade will make her a great success. Captain John Cramer will command her. Shippers should take note of the and change their insurance. The B. L. Hodge leaves this morning.

JAMES HOWARD.—This great and magnificent specimen of steamboat architecture left last evening for Algiers, to take on forty-five hundred bats of railroad iron, for St. Louis. The Howard will be at the wharf again this morning, and it behooves our citizens to avail themselves of the opportunity to visit this leviathan of steamers to-day, as she (or as the name indicates, he) will depart most positively, for St. Louis and intermediate ports, tomorrow evening, at five o'clock. Shippers are already aware of the great inducements for safety and transfer of freight by this steamer, our passengers going north, west, and east should remember that the Howard is fire-proof, as far as available material and machinery can make her. She is furnished with steam fire engines and auxiliaries.

As far as the cuisine department is concerned, we can only say that it is under the control of James A. Williams, long and favorably known to the traveling public. Passengers, on going aboard, can engage full passage or only engage berths, taking meals when it suits the appetite. Mr. Williams has thoroughly established a night and day restaurant on board of the Howard, and this specialty will generally be approved by those who desire to travel northward. Passengers will take due notice thereof, and govern themselves accordingly.

We are indebted to John W. Moriarty, of the "Hole in the Wall," for special favors.

The Henry S. Turner, Captain Rusk, is at the landing, loading for Louisville. This is advisatory to shippers and the traveling community, as the Turner departs for St. Louis to-morrow (Monday) evening, at five o'clock. Our genial friend, Phil. J. Heuer, is in the pay department. Captain Rusk and clerk Heuer are gentlemen widely known, and their names are a sufficient guarantee that everybody will be satisfied, who patronizes the H. S. Turner.

The Cincinnati Gazette of the ninth says:

Tuesday evening, when the Wild Duck, with her one laden barges, was going up the river, she met the towboat Samson, and loaded coal barges, coming down. The Wild Duck struck the head of the centre barge of the Samson's tow, cutting in through its bulkhead, and caused it to sink in a very few minutes. The pilots of the Samson say they sounded the whistle in accordance with law.

The Savannah (Georgia) Republican of Sunday says:

About half-past eleven o'clock on Friday night last, the steamer Ellen Hanover, running between Charleston and Satilla river and Savannah, while coming from the Satilla river, and when three or four miles from Doboy, ran into the steamer O. K. Potter, sinking the latter in about twenty minutes, the upper deck being alone left afloat, with the officers and crew clinging to it. They were all taken off by the Ellen Hanover, and landed at Doboy.

The O. K. Potter arrived in these waters about four years ago as a tow boat, was engaged running to Augusta, Georgia, was subsequently sold by her owners to the Georgia Saw Mill Company, and has since been employed at Darien in towing timber.

The Ellen Hanover sustained only slight damage in the collision.

The Memphis Sun of the 9th instant has the following: "The St. Mark's agent, Lucien Harris, said, has one hundred miles of cotton engaged awaiting her arrival. The Champion has engaged over one thousand bales for Cincinnati. The City of Chester took away one thousand bales on cotton for relishment at Cairo last evening.

The Countess has been chartered to run between Vicksburg and New Orleans.

Water in the Sunflower, Mississippi, at the north says: The passenger packet of Wolf Island, near Columbia, twenty miles below Cairo, is subject of conversation between Missouri and Kentucky, and the case is now being tried before the Supreme Court of the United States. The suit was instituted in 1866. From the evidence it seems that Kentucky is properly entitled to the island as prior to 1840 the Kentucky side of the channel was dry, shallow in low water that steamers attempting its passage were frequently obliged to lock out and go up the Missouri side. It is claimed by Missouri that the main channel of the river forms the boundary line, and that the channel has always been on the Kentucky side.

A Pittsburg telegram of the ninth says the Ohio made the run from Louisville to that point in eighty hours, and had it not been for the ice, it is thought she would have made it at least twenty hours less.

The Nashville Union and American says: Six blasts of the whistle from steamboats are required to signal watchmen to open the draw of the railroad bridge. Steamboats usually make a single and just capture of all the blasts, but it is reported to us that the watchmen must not be expected to open the draw until a signal of six blasts is sounded, so to do so?

We clip the following from the Courier Journal of the ninth instant:

The Virginia, for New Orleans, cleared out from the city wharf late last night, returning and went down to Jeffersonville to take on the balance of her freight and to assist in towing out the Lorena, with four hundred tons of freight, a quantity of stock and a good passenger list, among them were a party of Englishmen on a pleasure trip to the Crescent City.

CLEARED YESTERDAY.

Steamship Cleveland, Baker, for New York.
Steamship Thomas Sloan, Jr., Rea, for Galveston via Galveston.
Steamship Ajax, Brown, for Galveston.
Steamship Hutchinson, Talbot, for Galveston via Galveston.
Steamship I C Harris, Farrell, to Rio Grande via Galveston.
Steamer B Gibson, Patterson, for Cincinnati.
Steamer Pauline Carroll, Lord, for St Louis.
Steamer Glasgow, Lamont, for St Louis.
Ship Emilie Augusta, Walters, for Liverpool.
Bark Peabody, Sundblad, for Revel.
Ship Louisa, Glover, for Liverpool.
Bark Harvest Home, German, for Liverpool.
Spanish brig Nueva Asunta, Bunill, for Barcelona.
Spanish brig San Miguel, Cabre, for Barcelona.
Schooner Oliver Lincoln, Hamilton, for Port Royal.
Schooner Harry Nott, Wiess, for New York.
Schooner Liberty, Pepper, for Pensacola.

ARRIVED YESTERDAY.

Steamships Panther, Mills, from Philadelphia to Wm Crosby, Shubert, 4 days.
Steamship Florida, O'Leary, from Havana via Ports de Paste, to F W Perkins Agent—1st district ₱.
Steamship W G Howes, Bourne, from Indianola and Galveston, to C A Whitney Agt—1st district ₱.
Norwegian bark Meteorius, Ludwigsen, 24 days from Cardiff, Wales, to master—Point.
Bark Catoline, Samuelson, from Cardiff, Dec 23, to master—Point.
Bark Lawrence Hewes, from Hong Kong, to Wm Crosby—Point.
Bark Wolfville, Cook, from Rio de Janeiro Dec 21, to Foster & Elliott—Point.
Bark John Bilg, Morris, 9 days from Cardiff, Wales, to master—Point.
Schooner Salvador, Simpson, 5 days from Vera Cruz in ballast to Goldsmith & Kelsey—24 hours at ¼ ₱.

TOWBOATS.

Equator, Warren, from the Passes—Towed down 7th instant, ships Austria and Shakespeare and Stadland—Brought up barks Carolite and Mercurius and brig Wm Collins.
Philip, Caldwell, from the Passes—Towed down 7th instant, ship Blackwall, brigs Antonio Maria and Antolly—Brought up barks Lucerne and John Bills.

STEAMBOATS.

Importer, Smith, from Cincinnati.
Alleghenia Belle No. 4, Booth, with 2 barges, from Cincinnati.
Messenger, Greenlee, from Cincinnati.
Atlantic, Rusk, from St Louis, with 4 barges.
Commonwealth, Sellum, from St Louis.
H. S. Turner, Rusk, from St Louis.
Lorena, Shuman, from Cincinnati.
Ozark, Crosbie, from Bayou Macon.
Beaufort, Beautram, from Lower Coast.
Mollie Grate, Paul, from White river.
Wild Wagoner, Goddin, from Natchez.
St John, Greathouse, Baton Rouge.
Mary, Carroll, from Mobile.

BELOW COMING UP.

Ship Napoleon, Gillespie, 44 days from Cardiff, to master—
Bark Lakemba, Brown, from Cardiff, Dec 21, to master—
Schooner Lizzie Lina, Sikes, 7 days from Rhatan Island, to J Machera—
Danish bark Feven, —, from Rio Janeiro Dec 24, to Geo Westfeldt—
Bark Parana, Skee, 41 days from Rio Janeiro, to J L Phipps & co—
Ship Cherokee, Forgie, from Glasgow Dec 21, to C J Shepherd—
Danish brig Proteus, Mills, from Malaga, Dec 3, to master—
Brig Druid, Williams, from Port Madoc Dec 22, to master—

EXPORTS.

NEW YORK—Steamship Victor—[illegible] bales cotton 180 hhds sugar 631 bbls molasses 1053 tcs beef 1126 hides 100 bdls hides 27 bales hides 72 bales moss 14 tcs hams 1600 sks cotton seed 11 pkgs sundries.

INDIANOLA VIA GALVESTON—Steamship Thos Kelso—100 bbls flour 200 sks corn 30 bbls whisky 20 hhds sugar 20 bbls dried apples 100 bbls potatoes 25 pkgs sundries.

SABINE PASS—Steamship Agnes—30 bbls flour 30 bags coffee 50 sks corn 40 sks salt 4 bbls whisky 2 wagons 10 kegs nails.

INDIANOLA VIA GALVESTON—Steamship Hutchinson—for Indianola 1[illegible] sks corn 34 bags coffee 350 bbls flour 41 bbls whisky.

For Galveston—600 bbls flour 42 bbls whisky 150 bales hay 21 hhds sugar 300 sks corn 157 bags coffee.

ST LOUIS—Steamer Glasgow—400 hds sugar 50 cases wine.

PROVIDENCE—Schooner Oliver Jamison—475 bales cotton 74 bales hoop iron.

NEW YORK—Schooner Harry Nott—40 bales moss 40 bbls molasses 90 bbls sugar 1300 sks cotton seed 10 pkgs mdse 400 pcs mahogany 29 pcs cedar 400 pcs logwood.

PENSACOLA—Schooner Charlotte—550 sks corn 7 bbls whisky 10 bags coffee 125 bbls flour 10 bbls pork 6 cks meal 40 sks bran 20 sacks oats 50 bales hay 25 pkgs mdse.

BRAZOS SANTIAGO VIA GALVESTON—Steamship I C Harris—140 bags coffee 355 pkgs mdse.

LIVERPOOL—Ship Emily Augusta—3000 bales of cotton.

CINCINNATI—Steamer C B Church—1044 bars railroad iron.

ST LOUIS—Steamer Pauline Carroll—1312 bars railroad iron 653 steel plows moulds.

REVAL—Bark Peabody—[illegible] bales cotton.

LIVERPOOL—Ship Louisa—2440 bales cotton 2100 staves.

LIVERPOOL—Bark Harvest Home—1011 bales of cotton 146 sks seed cotton 2304 sks cotton seed 250 bbls rosin 3600 staves.

BARCELONA—Brig Nueva Casimira—400 bales of cotton 600 staves.

BARCELONA—Brig San Miguel—750 bales cotton.

IMPORTS.

BELIZE—Steamship Grange—12 bdls hides 7 pkgs sundries 4 bbls cocoanuts 2 bbls oranges 2 pkgs plants 6 bunches bananas lot bananas.

CARDIFF—Bark Windward—4521 bars railroad iron.

PENSACOLA—Schooner Mary Frances—100,000 laths 30 bales cotton 10,000 feet lumber 40 pairs sashes and doors.

INDIANOLA VIA GALVESTON—Steamship W G Howes—137 bales cotton 190 bbls beef 50 tcs beef 5 bags wool and sundries.

MOBILE—Steamer Mary—15 bdls paper and sundries.

PHILADELPHIA—Steamship Panther—600 tons coal.

RECEIPTS OF PRODUCE.

BATON ROUGE—Steamer St John—229 bales cotton 24 sks cotton seed 15 sks seed cotton 224 hhds sugar 310 bbls molasses and sundries.

NATCHEZ—Steamer Wild Wagoner—292 bales of cotton 259 sks cotton seed 122 sks seed cotton 15 hhds sugar 11 bbls molasses and sundries.

WHITE RIVER—Steamer Mollie Grate—495 bales cotton and sundries.

LOWER COAST—Steamer Beaufort—70 bbls of rice and sundries.

BAYOU MACON—Steamer Ozark—417 bales cotton and sundries.

CINCINNATI—Steamer Lorena—256 bbls pork 60 bbls whisky 20 half bbls whisky and sundry produce.

CINCINNATI—Steamer Allegheny Belle—1157 bales hay 1000 bbls flour 1027 bbls flour and sundry produce.

CINCINNATI—Steamer Messenger—267 bbls pork 25 half bbls pork 250 bxs starch and sundry produce.

ST LOUIS—Steamer Atlantic—10,626 bbls flour 200 half bbls flour 736 bbls pork 2425 sks bran 4000 sks oats 1944 sks corn and sundry produce.

ST LOUIS—Steamer Commonwealth—365 bales of cotton 6964 bbls flour and sundry produce.

ST LOUIS—Steamer H S Turner—13 bales cotton 947 sks corn 145 bbls flour 151 bbls pork and sundry produce.

FORT SMITH—Steamer Importer—2313 bales of cotton and sundries.

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, February 11—2115 bales cotton and sundry produce.

MORGAN'S LOUISIANA AND TEXAS RAILROAD February 11—201 bales cotton 344 hhds sugar 102 bbls molasses 15 sks seed cotton.

CORPORATIONS.

CHARTER ..... CHARTER

New Orleans Hydro-Carbon Gas Light Company.

STATE OF LOUISIANA, CITY OF NEW ORLEANS.

Be it known that on this twenty-seventh day of January, in the year of our Lord one thousand eight hundred and seventy-one, before me, Robert Joseph Kerr, a Notary Public in and for the city of New Orleans, parish of Orleans, State of Louisiana, duly commissioned and qualified, and in presence of the witnesses hereinafter named and undersigned, personally came and appeared, the persons whose names are hereunto subscribed, who declared that, availing themselves of the provisions of the laws of this State, providing for the organization of corporations for works of public improvement and for other purposes, they have assembled for the purpose of forming a corporation, and for the objects and purposes, and under the following articles and stipulations, to wit:

ARTICLE I.

The name and title of this corporation shall be the NEW ORLEANS HYDRO-CARBON GAS LIGHT COMPANY, and its domicile shall be established in the city of New Orleans, and said corporation shall have the right of using a corporate seal.

ARTICLE II.

The purpose for which this corporation is established