[CONTINUED FROM FIRST PAGE.]

closed dull; middling uplands barely 7⅛d, Orleans 7½d; sales 12,000 bales, including 4000 for speculation and export. Tallow 93s 6d. Turpentine 37s 6d. Sales of cotton afloat from and loading at Mobile 7 1-16d for middlings.

LONDON, March 6, Evening.—Consols 91⅝. Bonds 92.

[Yesterday's Evening Dispatches.]

BORDEAUX, March 5.—Picard has arrived.

The transfer of the Assembly from Bordeaux to Fontainebleau is probable.

Several members of the radical left have gone to Paris.

A council of ministers was held at five o'clock this morning.

Private telegrams hence to the Department of the Seine are forbidden.

PARIS, March 5.—Reported disorders are false. Quiet prevails throughout the city.

It is expected that negotiations for a definite treaty will commence at Brussels on the tenth of March.

The government is ready to pay five hundred millions of francs to free the vicinity of Paris from Germans.

VERSAILLES, March 5.—The second army has commenced its homeward march.

LONDON, March 6.—The *Times'* Versailles special says the prescribed limits of France are being rapidly evacuated by the Germans. The movements are conducted quietly and orderly.

Mont Valerien and all the forts around Paris will be evacuated on the seventh. Rouen on the twelfth, and the left bank of the Seine on the nineteenth. Forty thousand troops from the provinces are now marching into Paris.

The respective commanders have arranged that the incoming French and outgoing Germans shall march by different routes, to avoid all chance of collision.

Napoleon is hourly expected in England.

LONDON, March 5.—The Germans allow railroad trains bearing French troops to enter Paris.

French prisoners heretofore held by Germany and neutral powers are returning to France.

Napoleonists deny intrigues. The Emperor will await the decision of the people.

A PET OYSTER.—Many prominent naturalists have rejected the idea of domesticating the oyster, and this theory has been generally received; but yesterday we had the pleasurable emotion of being undeceived on this point. Mike Scanlan, at the corner of Carondelet and Lafayette streets, introduced us to a thoroughly domesticated oyster, of the Barataria breed, which rambles pleasantly and cheerfully about the house, but refuses the exertion of going up stairs. The fellow is quite affable, and takes his lager with complacency. He seems to be quite happy in his domesticated state, and can be seen at any time at the locality mentioned. The theory of centuries is thus overturned.

Don Piatt writes about an auction of the contents of dead letters: "As the rude auctioneer held each article in the dim light and coarsely cried it off, I could not help to think of the fingers that had worked and the heart that had throbbed over the token of affection, and remembered that it had failed of its destination, and was being sold for filthy lucre to this motley crowd. Two-thirds of these evidences of remembering love came from women. The fact is, during my sojourn, I did not see one that could positively be ascribed to a man. To a woman's busy fingers and to a woman's heart could the work be attributed; and also to a woman's ignorance or carelessness, probably, in addressing, is due the fact that the work miscarried."

A real estate broker, in the course of business transactions, has come upon the record of a survey made in the handwriting of General Washington, and dated on the thirteenth of March, 1752, at which time Washington was only twenty. The land surveyed was a farm at the head of Bullskin creek, Virginia, belonging to "Doctor John Maccarmick." This must have been one of the first efforts of the young man in his adopted profession, and the record, which is executed with great nicety, is one of the oldest documents left in the handwriting of the illustrious father of his country.

Franklin was a printer. Bolivar was a druggist. Mahomet Ali was a barber. Virgil was the son of a potter. Milton was the son of a scavenger. Horace was the son of a shopkeeper. Demosthenes was the son of a cutler. Robert Burns was a plowman in Ayrshire. Shakespeare was the son of a wool-stapler. Cardinal Woolsey was the son of a pork butcher. Oliver Cromwell was the son of a London brewer. Whittield was the son of an innkeeper at Gloucester. Columbus was the son of a weaver, and a weaver himself. John Jacob Astor once sold apples on the streets of New York.

A Washington special to the New York *Herald* says:

George L. Andrews, confirmed as Professor of French at the Military Academy, vice Angel, lately deceased, is a graduate of the academy, of the class of 1851. He served in the engineer corps until 1855, when he resigned. During the war he was chief of staff to General Banks, in the Department of the Gulf, and after trying his fortune in Mississippi for a short time he returned to Massachusetts, and was appointed United States Marshal of that State, a position which he now relinquishes to return to his *alma mater*.

Dr. Joseph W. Palmer, whose connection with the Boston press extended further back than that of any person now living, is dead. He had been attached to the *Daily Advertiser* for over forty years, chiefly as commercial editor, and was well known as the compiler of the necrology of the graduates of Harvard College. Dr. Palmer was born in 1796, and graduated at Harvard in 1820.

A French woman will love her husband if he is either witty or chivalrous; a German woman if he is constant and faithful; a Dutch woman if he does not disturb her ease and comfort too much; a Spanish woman if he wreaks vengeance on those who incur her displeasure; an Italian woman if he is dreamy and poetical; a Danish woman if he thinks that her native country is the brightest and happiest place on earth; a Russian woman if he despises all Westerners as miserable barbarians; an English woman if he succeeds in ingratiating himself with the court and aristocracy; an American woman if he has plenty of money.

Sydney Smith had a brother distinguished for his talent, but exceedingly sedate, having no element of wit or humor in his composition. Sidney said that "he and his brother contradicted the law of gravitation, for his brother had risen by his gravity and he had sunk by his levity."

They have ciphered the philosophy of free trade down to a fine point in New Orleans. An editor announces that "commerce is the systole and diastole of the industrial heart of the world." And now, Greeley, what have you to say to *that?—Louisville Ledger.*

With watch factories at Elgin, Hyde Park, Springfield and Rock Island, and some more projected, Illinois will be able to supply the world. The Mozart watch factory has just been located at Moline, two miles south of Rock Island, on Rock river.

Mr. Brassey, a great English railway contractor, lately left a personal estate of thirty-two and a half million dollars by will to his children, in addition to a vast landed estate. This is probably the largest amount of personal property ever transmitted by any one person.

A young woman in Maine, who has suffered much from earache for two years past, has just experienced decided relief by the expulsion of a beetle bug three-quarters of an inch in length from what a down East paper calls her auricular appendage.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, MONDAY EVENING, March 6, 1871.

We have no change to make in our report of the money market. On the street A1 and first class notes, secured by unquestionable collaterals, are quoted at 8@10 per cent per annum, A1 business paper without collaterals at 10@11, good do at 12, and A1 mortgage paper at 9@10, and second grade at 11@12.

Gold opened at 110⅞@111 (against 111 at New York) and continued steady throughout the day. The business was moderate, the sales including £1000 and $6000 at 110⅞, and $2000, $3000, $6000 and $16,000 at 111, and $40,000 at 111@111⅛.

A moderately fair business transpired in foreign exchange at figures showing no material variation from our figures of Saturday evening. The sales of sterling embraced nearly £100,000, including £15,000 clear at 120¼@120½; £10,000 bill of lading at 120⅜; £10,000 bill of lading and clear at 120⅜@120½; £5000 A1 bill of ladag at 120½; £12,000 A1 bill of lading and clear at 120½@120⅝; £3000 at 120⅝@120⅝, and £2500 A1 bill of lading, £3000 A1 clear at 120⅜@120½; £30,000 A1 bill of lading and clear at 120½@120⅝. Sterling may now be quoted at 120¼@120⅝ for good to A1 bill of lading and clear, and 121¼@— for bank.

We notice less doing in domestic exchange but rates were, if anything, a shade stiffer. The banks drew on New York at ⅛ per cent discount, for remittance, and the sales included $10,000, $15,000 and $42,000 private bankers' sight on New York at ¼ discount; $25,000 at 9-32; $50,000 private bankers' and $80,000 commercial at 5-16, and $25,000 commercial at ⅜.

In stocks we heard of sales of 30 shares Slaughterhouse at $26, which resold at the same figure; 100 shares Land, Loan and Pledge Association at $2 50, and 35 shares New Orleans Sanitary and Fertilizing Company at $17. We understand that Slaughterhouse was offered at $19 50 and $19 75.

No sales of bonds were reported. We learn that the city made the following awards on Saturday, in pursuance of its advertisements last week, for the purchase of $130,000 or more consolidated bonds:

LeSassier & Binder, $60,000, January and July coupons, at 73.

L. Shepherd, $70,000 at 73½.

As there are two months interest due on the former, the above rate is equal to 72 less interest. We are not informed as to the date of the coupons on the last, but presume they were also January and July. The party who offered $100,000 at 74 claims that his was the lowest bid at the time specified in the advertisement, and as such the commissioners were bound to accept it, and, unless a satisfactory compromise is made, will commence suit by enjoining the receipt of the bonds. We presume, however, the commissioners had the right to reject all bids not satisfactory, a right, in fact, specially reserved in the advertisement. We presume that all the public bids being rejected, the commissioners had the right to accept more favorable bids subsequently.

Nothing transpired in State warrants, quotations for which are nominal.

We hear of nothing whatever doing in city treasury notes. The last transactions reported were at 18@20 ⅌ cent discount.

COMMERCIAL

MONDAY EVENING, March 6, 1871.

COTTON—The sales to-day summed up 7100 bales, at lower prices, middling and the higher grades giving way much less than the lower, but low middling showing a reduction of ⅛c, and good ordinary and the finer qualities ¼c. We reduce our quotations accordingly, and give also the Exchange's figures, which are for even-running of its types, while ours are for average lists, with the outside figures for strict:

	Average lists.	Exchange figures.
Inferior	8 @ 8¼	—
Low ordinary	9⅜ @ 9⅝	—
Ordinary	10⅝ @ 10¾	10
Good ordinary	11⅝ @ 12	11¾
Low middling	12⅝ @ 13⅛	13
Middling	14 @ 14¼	14¼
Strict middling	14⅝ @ 14¾	—
Good middling	15⅛ @ —	15

The market was unsettled in the morning by the unfavorable tenor of the New York and Liverpool telegrams, together with remarkably heavy receipts, and although the movement was subsequently resumed with a fair degree of spirit, yet prices continued irregular throughout the day, several sales being made at fully ⅛c, in some cases ⅛ under the inside figures for good ordinary and low middling. Even-running middling was reported as high as 14½c.

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,696
Arrived since last statement	30,916	
Arrived previously	1,064,330—1,095,249	
Total		1,115,945
Cleared to-day	4,363	
Cleared previously	122,896— 827,259	
Stock on hand and on shipboard—bales		288,686

To-day's exports embraced 3043 bales to Havre and 1320 to Hamburg. Receipts proper since Saturday evening 30,800 bales, against 15,032 on last Sunday and Monday, making an aggregate since Friday evening of 37,261 bales, against 20,607 for the corresponding time last week, and since August 31, of 1,035,466 bales, against 856,985 last year.

SUGAR—Received to-day 1200 hhds. The demand is slack, and prices have ruled more in favor of buyers. Inferior, 4¾@5¼c; common, 5@6½c; good common, 7@7½c; fair, 7¾@8c; good fair, 8¼@8½c; fully fair, 8¾@9c; prime, 9⅛@9½c; strictly prime, 9¾c; choice, 10¼@10¾c; yellow clarified, 11@12c; white 12@13c ⅌ lb.

MOLASSES—Received to-day 1000 bbls. The market is inactive; the supplies consisting mostly of poor and fermenting, which is not wanted. Inferior fermenting, 15@25c; fair to prime fermenting, 30@37½c; centrifugal, 30@40c; prime, not fermenting, 48@50c. There is no choice here.

FLOUR—The market is in better supply, though the stock is still small. About 3000 bbls were sold to-day, of which 100 and 100 fine at $6 25; 50 superfine at $6 50; 50 do at $6 62½; 161 single extra at $7; 50 do at $6 75; 550 and 190 double extra at $7 25; 50, 100, 100, 100 and 100 treble extra at $7 50; 100 do at $7 60; 100 and 100 do at $7 62½; 250 do at $7 65; 50 treble extra at $7 75; 60 choice extra at $8 50; 250 do at $8 25; 100 do at $8 35; 50 do at $9, and 500 choice extra on private terms.

CORN—Is in fair supply and good demand at previous prices; 10,000 sacks were sold to-day, of which 400 yellow, 1000 mixed, 300 yellow and 400 white mixed at 70c; 1540, 200, 500, 200, 598, 1200 and 150 white, 500 yellow and 500 yellow mixed at 71c, and 2500 white at 72c ⅌ bushel.

OATS—Are in good supply, and prices are lower. Four thousand sacks were sold to-day, of which 2200 and 100 Ohio river at 60c; 200 and 227 St. Louis at 63c; 300 choice St. Louis at 65c; 150 Cairo at 62c; and 600 Cairo on private terms.

BRAN—Is quiet, with a light supply, at $1 30@1 35 ⅌ 100 lbs; 100 sacks sold at $1 30 ⅌ 100 lbs.

HAY—Is in fair supply, with a job demand at $24@26 for prime and $26@27 50 for choice Western; 100 bales prime Ohio were sold at $25 ⅌ ton.

PORK—The market is dull, with holders asking $23 50 ⅌ bbl for mess in round lots, and no sales at that; 50 bbls over-weight mess sold at $23. It is retailing at $23 50 ⅌ bbl.

DRY SALT MEAT—Seven casks shoulders sold at 8½c, and 6 do hams at 11½c ⅌ lb.

BACON—Only a retail business is doing at 10c ⅌ lb for shoulders, 12¼c for clear rib sides, 12¾c for clear sides, and 16½@17c for sugar-cured hams. A lot of 10 casks clear sides sold at 12¾c ⅌ lb.

LARD—Fifty kegs refined sold at 14½c; 17 tierces kettle-rendered at 12½c ⅌ lb, and 25 tierces packers' at 12¾c.

BREAKFAST BACON—Is selling at 15@16c. ⅌ lb.

RICE—Is quiet, but prices are steady. Carolina is quoted at 9½c ⅌ lb for prime; 9¾c for good, and 8¾@9c for fair; Louisiana 5½@5¾c ⅌ lb for common, 6¾@7c for ordinary, and 8c for prime.

CAROLINA COW PEAS—In consequence of anticipated large receipts holders are anxious to realize, and prices have declined. Two thousand bushels sold in two lots, on Saturday, on private terms. They are retailing at $3 25@3 35 ⅌ bushel.

CORN MEAL—Quiet and steady; 50 bbls kiln-dried sold on the levee at $3 50 ⅌ bbl; from store it commands $3 75 ⅌ bbl.

MALT AND HOPS—There is little demand for malt. Dealers quote good Western at $1 35, Canada at $1 65@1 70, and choice New York at $1 65@1 75 ⅌ bushel. Hops are neglected. Only choice New York met with ready sale, and they command 20@22c ⅌ lb; Western irregular and nominal.

BUTTER—Choice is in light supply and good demand. Lower grades are very plentiful and neglected. We quote choice Goshen 43@44c; common 25@20c; choice Western 25@28c; interior 10@20c ⅌ lb.

TALLOW—Demand firm; prices firm at 8¼c ⅌ lb for Texas, and 8¾@9c for city rendered.

COTTON SEED—In demand at $17 ⅌ ton in sacks, delivered.

COTTON SEED MEAL—Decorticated in good demand; dealers selling at $1 60 ⅌ 100 lbs; undecorticated is held at $1 40 ⅌ 100 lbs.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, TUESDAY MORNING, March 7, 1871.

WEATHER, BUSINESS, ETC.—Yesterday and the preceding day were warm, bright and pleasant. Spring has fully succeeded winter, and the days are becoming longer and more pleasant. Business was brisk on the landing, the arrivals being rather numerous and with excellent trips.

The Kellogg and barges, from St. Louis, came in with a large tow of freight, including 8628 barrels of flour, 2337 sacks of corn, 11,344 bushels of bulk corn, 1000 bales of hay, 600 barrels of pork, 454 sacks of oats, 380 sacks of bran, and about 1000 packages of sundries. The Kellogg came down from Memphis in the short time of less than three days. The Robert E. Lee brought in over 4000 bales of cotton. The Post Boy had over 1900 bales of cotton from the Ouachita river. The other arrivals had fair trips, and a full report of their cargoes will be found in the regular marine column.

The departures were the Glencoe to Louisville, with fine trip of freight and numerous people; Wade Hampton to Fort Adams with usual amount of freight. Monday is always a dull day in departures, and yesterday proved no exception to the general rule.

The river at this point continues to rise, though very slowly. Rates of freight are firm and unchanged at last week's figures. The Red and Ouachita rivers continue at good stage, and business improving slightly. Passenger travel northward has now set in, and the up trips of the steamers are improving in this respect. Railroad iron continues to move northward in large quantities, and every steamer that leaves for St. Louis and the Ohio river takes more or less of the commodity.

The following special dispatches were received yesterday by the different steamboat agents:

TRENTON, La., March 6.—To Sinnott & Adams: Will arrive Wednesday morning and leave Thursday evening.

E. S. AUSTIN, steamer Trenton.

CAMDEN, March 6.—To Sinnott & Adams: Leave here at 1 P. M. Eight hundred bales cotton. R. SINNOTT, Steamer Governor Allen.

To C. G. Wayne: Belle Lee will arrive Tuesday with 4900 bales cotton. Advertise for Thursday. J. F. HICKS, Captain.

MONROE, La., March 5.—To J. Fennimore: Leave here to-night; be in Tuesday, and leave for Camden Wednesday positively.

M. N. WOOD, Master Steamer La Belle.

CAIRO, March 6.—To Sinnott & Adams: Will arrive Friday morning; leave Saturday morning, the eleventh instant.

C. G. SCHULTZ, Steamer Virginia.

VICKSBURG, March 6.—To Sinnott & Adams: Belle Lee will arrive Tuesday and leave Thursday. J. F. HICKS.

MISCELLANEOUS ITEMS.—The Kellogg and barges are announced for return trip to St. Louis, to leave to-day at 5 P. M.

The Post Boy, for Ouachita river, leaves for Camden on Friday next. Captain Lloyd T. Belt says he will make weekly trips after this.

The new iron steamer John T. Moore having discharged her cargo at the foot of Thalia street, on yesterday, dropped down to the foot of Customhouse street to receive her cargo for return trip to Shreveport and Jefferson. It is with pleasure that we can inform our readers of the fact that the John T. Moore, on her maiden trip, has proven herself a perfect success, and has been received by the people resident along the banks of the Red river, as well as by the merchants of this city, with such flattering marks of approval as most assuredly places her in the foremost rank of the popular Red river packets. Her commander, Captain W. T. Boardman, should feel proud of the reception his enterprise has met with, and we hope that he will continue the good work he has begun. The John T. Moore will leave this evening, at five o'clock, punctually, with Captain Boardman in command, and Mr. Lowd Walden in the office.

The new and splendid steamer Katie, whose appearance at the wharf has been so anxiously looked for during the past few days, arrived late last evening with a tremendous trip of freight and people. We will give a full description of this piece of beauty in to-morrow's issue of the REPUBLICAN.

The Republic went over to the iron pile on Sunday and took on 4200 bars of railroad iron for St. Louis.

Warren's Crescent Silver Band having fulfilled their contract with our firemen, left last evening on the Glencoe for their homes in Evansville. They discoursed sweet music during the day on board the Glencoe.

Alfred D. Armstrong has taken charge of the office of the St. Louis and Ouachita packet Mary McDonald.

Captain J. C. Mason, who has clerked the Henry Yaeger from Pittsburg to New Orleans and St. Louis, resigns and goes to Pittsburg to push forward a boat now building for him, similar to the Yaeger but smaller. He says that to lose money with the Yaeger is almost an impossibility, and he now fancies that style of boat altogether. He knows what the Yaeger can do.

The upper Mississippi is opening earlier than for many years past. The water is so high that bridge-building everywhere is interrupted.

The Louisville *Daily Ledger*, of the fourth, says: "The Shannon, from New Orleans to Pittsburg, only forty-six days out to this port, was at New Albany discharging freight yesterday. She was built at Ironton. The next slowest time on record is that of the Alice V, forty-two days."

The towboat Lookout is en route from Louisville to New Orleans with a tow, one barge of which contains 3000 barrels of lime.

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

Captain Adam Jacobs, of Pittsburg, is in this city. Captain James Mellon has taken command of the new steamer Exchange, now loading at Pittsburg for this port.

The Pittsburg *Commercial* says:

The new towboat Tom Doddsworth, Captain Blackmore's last production, has proved herself one of the best towboats afloat. If the St. Louis folks ever get sight of her, they will be pretty sure to capture her for their own use. Captain Yates has command of the steamer A. L. Gregoire at Dubuque. He has been in command for fifteen years of the same boat. Captain S. J. Batchelor has gone clerk on the Potomac. Captain Lan Bryson has gone up to Cincinnati.

FOR ST. LOUIS.—The unrivaled steamer Great Republic, having a full cargo on board, will leave for the above and way points this evening at five o'clock. The Republic was rapidly filling up with cabin passengers yesterday, and she will no doubt leave here with the best passenger trip of the season. The Republic is one of the largest and most elegant steamers ever built, and she is officered by an experienced crew of gentlemen. Captain William B. Donaldson commands, and Messrs. Atkinson and Floyd are clerks.

FOR BAYOU MACON AND TENSAS.—The Lizzie Hopkins came in yesterday with her usual reliability, and will depart on return trip to the above and way points, on advertised time to-day. Since her advent in the trade the Lizzie Hopkins has run with the greatest punctuality. Her commander, Captain R. G. Rawlings, is an energetic and popular boatman, and her chief clerk, Mr. P. A. Work, is efficient and attentive.

A little girl in West Virginia, busily engaged working a pair of slippers intended for a birthday gift to her father, said to one of her playmates: "I think you are real lucky, for your papa has got only one leg, and you needn't work but one."

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Tuesday, March 7, 1871.

CLEARED YESTERDAY.

Steamship Harlan, Lewis, for Indianola via Galveston.
French ship La Louisiane, Touffet, for Havre.
Norwegian bark Gusta Helene, Anderson, for Hamburg.

ARRIVED SUNDAY.

Steamship Florida, O'Leary, from Havana via Florida Ports, to F W Perkins &co—1st district 14.

STEAMBOATS.

Importer, Smith, from Fort Smith.
Florence, Greenlee, from Bayou Macon.
Welcome, Wheat, from Pecahontas.
C H Durfee, Aiken, from Jefferson.
Carrie V Kountz, Van Hack, from St Louis.
Tablequah, Dalteres, from Lockport.
Nick Longworth, Kates, from Louisville.
Rose Franks, Rhodes, from Bouff river.
Ouachita Belle, Blanks, from Ouachita river.
Frances, Blakesley, from Mobile.
Continental, McCloy, from St Louis.
Henry Tete, Cox, from Lafourche.
W S Pike, Brown, from Lobdell's Store.
Bart Able, Baranco, from Belle Air.
Alice, Porter, from Amite river.
Red Cloud, Brinker, from Shreveport.

ARRIVED YESTERDAY.

Steamship Crescent City, Norton, from New York 25th ult, to Low & Ludwigsen—2d district.
Steamship George Washington, Gager, from New York 25th ult, to A Moulton—2d district.
Steamship W G Hewes, Bourne, from Indianola and Galveston, to C A Whitney &co—1st district 9.
Steamship Chrysolite, Corbishly, from Liverpool Feb 4, to Becan, Zerega &co—3d district 35.
Steamship Thomas Kelso, Dubois, from Indianola and Galveston, to W H Field—1st district 13.
Ship Nimbus, Kelley, 23 days from Liverpool, to master—4th district 40.
Ship Seelbergh, Berry, from Liverpool Jan 4, to J G Lingham &co—Point.
Brg R H Messer, Smith, 5 days from Havana, in ballast, to master—1st district 16.
Schooner Lizzie Webster, Parsons, 6 days from Rustan Island, to S Otert &co—2d district P T.
Schooner Lily of the Valley, ——, 6 days from Rustan Island, to J B Pignioli—2d district P T.
Schooner Oak Ridge Wood, from Rustan Island, to J Pace &co—2d district P T.

TOWBOATS.

Leviathan, Sturtevant, from the Passes—Towed down and to sea, 26th ult, ships Kanydice and Aaron Brown and brig Jovea Antonio—Brought up ships Seelbergh and Nimbus, and schooners Lily of the Valley and Lizzie Webster.
Abita, Palmer, from the Passes—Towed down and to sea, 27th ult, barks E A Kennedy and Leonidas—Brought up brig R W Messer and schooner Oak Ridge.
J N Kellogg, Townsend, from St Louis, with two barges.

STEAMBOATS.

Robert E Lee, Cannon, from Vicksburg.
Texas, Stinde, from Shreveport.
Wade Hampton, Libaire, from Fort Adams.
Lizzie Hopkins, Rawlings, from Bayou Macon.
Laura Walker, from Mobile.
Viola Belle, McPherson, from Little Rock.
Fontenelle, McSimey, from Little Rock.
Southwestern, Jacobs, from Shreveport.
Hesper, Wylie, from Bayou des Glaise.
Post Boy, Belt, from Ouachita river.
Katie (new), White, from Louisville.
Lotus No 3, Dunn Jr, from Jefferson.
Flora, Barksdale, from Upper Coast.
Frolic, Reynaud, from New River Landing.
San Nicholas, Albert, from Lower Coast.

BELOW COMING UP.

Steamship Victor, Gates, from New York 25th ult, to Geo A Fosdick &co—
Ship Bell, Todhunter, from Liverpool Jan 5, to R Musgrove & Son—

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship Harlan—for Indianola—100 bbls flour 300 sks corn 75 pkgs mdse.
For Galveston—1000 bbls flour 60 bbls molasses 70 bbls whisky 100 box candy 140 bags coffee 200 sks malt.
HAVRE—Ship La Louisiane—3043 bales cotton 667 ties lard 2000 bbls flour 5100 staves.
HAMBURG—Bark Gusta Helene—1320 bales cotton 1000 staves.

IMPORTS.

NEW YORK—Steamship Crescent City—Assts mdse.
NEW YORK—Steamship George Washington—Assts mdse.
LIVERPOOL—Steamship Chrysolite—Assts mdse.
FLORIDA PORTS—Steamship Florida—5 bales cotton 130 ties rice 15 sks peas 1 case mdse 31 pkgs mdse.
From Havana—7,000 cigars 215 hds sugar and sundries.
LIVERPOOL—Ship Nimbus—3000 sks salt.
RUATAN ISLAND—Schooner Lily of the Valley—275 bunches bananas 20,000 plantains 5000 cocoanuts.
RUATAN ISLAND—Schooner Lizzie Webster—450 bunches bananas 6500 plantains 24,000 cocoanuts 400 conch shells 8 pineapples 1 bbl limes 2 bbls sponges.
INDIANOLA VIA GALVESTON—Steamship W G Hewes—28 bales cotton 77 ties beef 134 hhds beef 24 hhds tallow 10 bales skins 32 bales hides 213 head cattle and sundries.
MOBILE—Steamer Laura—Sundries.
MOBILE—Steamer Frances—66 bales cotton and sundries.

RECEIPTS OF PRODUCE.

CAMDEN—Steamer Post Boy—1921 bales cotton 76 sks cotton seed and sundries.
SHREVEPORT—Steamer Southwestern—725 bales cotton 70 bags cotton 343 head cattle and sundries.
ST LOUIS—Steamer J N Kellogg and barges—[illegible] bales cotton 6000 bbls flour 130 half-bbls flour 2637 sks corn 14 hhds tobacco and sundry produce.
BAYOU DES GLAISE—Steamer Hesper—19 hhds sugar 46 bales cotton 720 sks cotton seed 20 sks seed cotton and sundries.
VICKSBURG—Steamer Robert E Lee—400 bales cotton 1860 sks cotton seed 21 sks seed cotton and sundries.
SHREVEPORT—Steamer Texas—1314 bales cotton and sundries.
FORT ADAMS—Steamer Wade Hampton—374 bales cotton 11 sks seed cotton 202 sks cotton seed 10 hhds sugar 14 bbls molasses and sundries.
BAYOU MACON—Steamer Lizzie Hopkins—1034 bales cotton 33 sks seed cotton 700 sks cotton seed and sundries.
LITTLE ROCK—Steamer Viola Belle—1195 bales cotton 156 sks cotton seed 511 sks oil cake 128 bbls oil and sundries.
UPPER COAST—Steamer Flora—32 bbls molasses 19 half-bbls molasses and sundries.
NEW RIVER LANDING—Steamer Frolic—21 bbls molasses 2 half-bbls molasses 13 sks seed cotton and sundries.
LOWER COAST—Steamer San Nicholas—169 bbls molasses 5 hhds sugar 62 bbls rice and sundries.
LOUISVILLE—Steamer Katie—2470 bales cotton 797 sks cotton seed 72 hhds tobacco 1085 sks corn and sundry produce.
JEFFERSON—Steamer Lotus No 3—839 bales cotton and sundries.

RECEIPTS SUNDAY.

ARKANSAS RIVER—Steamer Importer—5326 bales cotton and sundries.
BAYOU MACON—Steamer Florence—1019 bales cotton and sundries.
POCAHONTAS—Steamer Welcome—2452 bales of cotton 4 hhds tobacco 15 tcs lard 3007 pcs bulk meat and sundries.
JEFFERSON—Steamer C H Durfee—1585 bales cotton and sundries.
BOUFF RIVER—Steamer Rose Franks—652 bales cotton 37 sks seed cotton and sundries.
CAMDEN—Steamer Ouachita Belle—1085 bales cotton 48 sks seed cotton and sundries.
ST LOUIS—Steamer Continental—19 bales cotton 6 hhds tobacco 127 head hogs 241 pkgs tobacco and sundry produce.
LOUISVILLE—Steamer Nick Lodgworth—A full cargo of Western produce.
ST LOUIS—Steamer Carrie V Kountz—A full cargo of Western produce.
LOCKPORT—Steamer Tablequah—69 hhds sugar 3 bales cotton 26 sks seed cotton 17 bbls molasses 70 half-bbls molasses and sundries.
LOBDELL'S STORE—Steamer W S Pike—200 bales cotton 340 hhds sugar 506 bbls molasses 19 sks seed cotton and sundries.
BELLE AIR—Steamer Bart Able—291 hhds sugar 45 sks seed cotton 85 bbls molasses and sundries.
SHREVEPORT—Steamer Red Cloud—2002 bales of cotton and sundries.
LAFOURCHE—Steamer Henry Tete—338 hhds sugar 11 bales cotton 196 bbls molasses and sundries.
AMITE RIVER—Steamer Alice—11 bales cotton and sundries.

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, March 6—1211 bales cotton and sundry produce.
MORGAN'S LOUISIANA AND TEXAS RAILROAD, March 5—155 hhds sugar 112 bbls molasses 31 bales cotton 22 sks seed cotton and sundries.
March 6—126 bales cotton 2 sks seed cotton 62 hhds sugar 54 bbls molasses and sundries.
NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD, March 6—117 bales cotton and sundries.

MEMORANDA.

[By Telegraph.]

New York, March 6.

To George A Fosdick & Co—Steamship Lodona arrived on the afternoon of the fifth instant.

HOTELS AND RESTAURANTS

PARIS RESTAURANT,
32.....Bienville Street.....32
Between Chartres and Old Levee.
Under the direction of B. PHILIBERT.
Furnished Rooms and Board by the Week or Month.
Saloons for private reunions.
NEW ORLEANS. ja3 3m

SAZARAC RESTAURANT,
16.....Royal Street.....16
BY SPARICIO.
The best of everything in the market, and pure Wines and Liquors, at down town prices. Table service elegant. Waiters polite and attentive. je5

CROMWELL HOUSE,
"EQUAL PUBLIC PRIVILEGES."
BY
DR. R. I. CROMWELL,
271.....CUSTOMHOUSE STREET.....271
Corner of Villere street, New Orleans.
Board and Lodging by the Day or Week. Responsible for all parcels, moneys, baggage, etc., left in my charge. Strangers taken to the cheapest stores. au26 1y

STEAMSHIPS.

BREMEN.

North German Lloyd.
STEAM BETWEEN BREMEN AND NEW ORLEANS VIA SOUTHAMPTON AND HAVANA.
The Steamships of the North German Lloyd have resumed their regular trips, and will run hereafter as follows:

Steamer.	From Bremen.	From New Orleans.
HANNOVER	March 4.	April 6.
KOLN	April 1.	May 6.
FRANKFURT	April 15.	May 20.
HANNOVER	May 13.	June 17.

Touching both ways at Southampton and Havana to receive and land passengers and freight.
PRICES OF PASSAGE
From Bremen or Southampton to Havana or New Orleans:
FIRST CABIN.....$150 Gold
STEERAGE.....$40 Gold
From New Orleans or Havana to Southampton, Havre or Bremen:
FIRST CABIN.....$150 Gold
STEERAGE.....$45 Gold
From New Orleans to Havana:
FIRST CABIN.....$50 Currency
STEERAGE.....$20 Currency
These steamers have no second cabin.
Passage tickets from Bremen or Southampton to Havana or New Orleans issued by the undersigned.
For passage, freight and further particulars apply to
H. F. STOCKMEYER & CO., Agents,
mh7 2 2m No. 42 Union street.

FOR NEW YORK.

MERCHANTS STEAMSHIP LINE.
Comprising the first-class steamships
CRESCENT CITY.....Captain George L. Norton.
SHERMAN.....Captain A. Blanchard.
GENERAL MEADE.....Captain A. W. Sampson.
UNITED STATES.....Captain ——
MISSISSIPPI.....Captain W. P. Henry.
WESTERN METROPOLIS.....Captain H. S. Quick.
EMILY B. SOUDER.....Captain Miner B. Crowell.
SAILING FROM NEW YORK EVERY SATURDAY.
For New York Direct.
The steamship
CRESCENT CITY,
GEORGE L. NORTON, Commander.
SATURDAY, March 11, at 8 A. M.
Will leave her wharf, foot of Jefferson street, on
These steamers have superior accommodations for passengers.
Cabin Passage.....$50
Steerage Passage.....25
Bills of lading signed through to Liverpool, Glasgow, Bremen and Hamburg. Through tickets for first-class and steerage passengers for Liverpool and the Continent, connecting with Guion's Line of Steamers, sailing from New York every Wednesday.
For freight or passage, apply to
LOW & LUDWIGSEN,
No. 190 Common street.
The steamship WESTERN METROPOLIS will follow, leaving on SATURDAY, March 18, at 8 A. M.
mh26

THE CROMWELL LINE.
For New York Direct.
This Line is composed of the Steamships
GEORGE WASHINGTON, CORTES,
GEORGE CROMWELL, ST. LOUIS.
The Steamship
GEO. WASHINGTON,
E. V. GAGER, Commander.
SATURDAY, March 11, at 8 A. M.
Will leave her wharf, foot of Toulouse street, as above.
Passage.....$50.
Freight for Liverpool, Bremen and Havre taken by this line, and through bills of lading given for the same. For freight or passage apply to
ALFRED MOULTON,
mh28 No. 41 Carondelet street.

FOR NEW YORK DIRECT.
To sail on SATURDAY, March 11, at 8 A. M.
The steamship
VICTOR,
GATES, Commander.
Will leave her wharf, opposite Jackson square, as above.
Cabin Passage to New York.....$50
For freight or passage, having unsurpassed accommodations, apply to
GEORGE A. FOSDICK & CO.,
39 Carondelet street.
Bills lading signed through to Liverpool.
The steamship RAPIDAN, Whitehurst, commander, will follow, and sail on her regular day.
ja26

FOR PHILADELPHIA, VIA HAVANA.
Carrying United States Mail.
To sail FRIDAY, March 17, at 6 P. M.
For Philadelphia, via Havana—The fine A1 steamship
HERCULES,
DOUGHTY, Commander.
Will leave as above from her wharf, opposite Jackson Square.
Bills of lading signed through to New York, Boston and Providence.
For freight or passage, apply to
WILLIAM CREEVY, Agent,
35 Carondelet street, corner Gravier.
The steamship YAZOO, Catharine, commander, will follow, and sail on her regular day. fe26

FOR HAVANA.
To sail on TUESDAY, March 7, at 7 P. M.
The magnificent A1 ocean steamship
WEYBOSSET,
BULGER, Commander.
Will leave her wharf, opposite Jackson Square, as above.
Cabin Passage to Havana.....$40
For freight or passage, having unsurpassed accommodations, apply to
GEO. A. FOSDICK & CO.,
mh2 No. 39 Carondelet street.

SHIPS---SHIPS.

FOR HAVANA.
THE A1 BRIG S. E. KENNEDY, CAPTAIN DUNCAN, is now loading, and will have quick dispatch. For balance of freight, apply to
WILLAM CREEVY,
ja17 Corner Carondelet and Gravier streets.

STEAMBOATS.

OHIO RIVER.
Cincinnati, Louisville, Evansville Henderson and Cairo Packet.
Leaves on WEDNESDAY, March 8, at 5 P. M.
For Cincinnati, Louisville, Evansville, Henderson, Paducah, Cairo, Memphis, Helena, Mouth of White River, Napoleon, Vicksburg, Natchez and all intermediate landings—The superb passenger steamer
CHARLES BODMANN,
O. P. SHINKLE, Master. A. BYERS, Clerk;
will leave as above. For freight or passage apply on board, or to
C. G. WAYNE, 37 Natchez street.
THOMAS KEEFFE, 75 Poydras street.
N. B. The steamer Charles Bodmann being new can give superior accommodations to passengers.
mh4

Leaves FRIDAY, March 10, at 5 P. M.
For Louisville, Cairo, Memphis, Vicksburg, Natchez, Baton Rouge, and all intermediate points—The new and splendid passenger steamer
SUSIE SILVER,
T. W. SHIELDS, Master. GREEN SHIELDS, Clerk.
For freight or passage apply on board, or to
THOMAS KEEFFE,