[illegible] Two earthquakes occurred. The Monument party quitted the mountains in the Gila district and Bagota.

Advices from Peru state foundations have subsided, and earthquakes have done no damage.

Advices from the Argentine republic say the war is almost ended. The insurgents have been completely routed in the interior.

Advices from Chili state that the Indians are again threatening an attack upon the frontier forts. The authorities are prepared for them.

Foot and mouth disease is spreading rapidly among the cattle.

The National Steamship Company is extending its line to Callao. A new ship has been ordered.

The steamship Germany ran ashore in the straits of Magellan, but was rescued by the Patagonian, from Brazil.

It is reported an insurrection has broken out against the emperor, and that republican ideas are extending. Numerous encounters are said to have occurred between the Blanco and Colorado parties, in the State of Buenos Ayres. About thirty deaths occur daily from yellow fever in the city of that name.

MISCELLANEOUS.

Writs of Quo Warranto Against Pennsylvania Railroads—Church in Pittsburg Burned—Fire in St. Louis—Insurance Agent Mangled on Railroad Track—Accident to the Sam. J. Hale—Seven Dock Hands Killed—Fire at Louisville—Tug Capsized by a Schooner—Loss of Life—Killed by a Street Car—Postal Cases in Virginia—Sentence of Indians Convicted of Rape—Canals Open.

HARRISBURG, Pa., April 8.—The Governor has obtained writs of quo warranto against the Philadelphia and Reading, Lackawanna and Bloomsburg, Delaware, Lackawanna and Western, Delaware and Hudson, and Lehigh Valley railroad companies, to answer in the Supreme Court the charge of violating their charters by overcharging for the transportation of coal.

PITTSBURG, April 8.—St. Bridget's Catholic church, in the Eleventh Ward, was entirely destroyed by fire this morning. Loss $40,000, upon which there was $15,000 insurance, in a home company. The fire also destroyed a portion of the central wing of the Eleventh Ward school building. Loss $20,000, fully insured.

ST. LOUIS, April 8.—A fire late last night in the drug store of Harless & Co., No. 710 Broadway, damaged the stock and building $10,000; insured. The adjoining hardware store of Schmelding & Co. sustained damage to the amount of about $2000, covered by insurance.

ST. JOSEPH, Mo., April 8.—John L. Thompson, insurance agent at Atchison, Kansas, was instantly killed at Winthrop yesterday. He jumped before, and was run over by a detached car, which had been switched off the main track, and still was under headway. He was horribly mangled.

CAIRO, April 8.—The steamer Sam J. Hale, bound from Cincinnati to Memphis, burst her steam pipe this morning near Golconda, killing three white and four colored deck hands, and tearing out the bulkheads aft. No officers or passengers were injured. The following are the names of the killed: Daniel Williams, J. M. Sanders and Ragischaw, whites; William Johnson, colored. Unable to learn the names of the others.

The Arkansas Belle towed the Hale to Paducah, where she now lies.

George Timberlake, an engineer employed by the Wall Mining and Manufacturing Company at Grand Tower, while oiling the machinery to-day fell, and was crushed to death by the crank engine.

LOUISVILLE, April 8.—A fire this morning in W. C. Williams' extensive patent shop, Third street, near Main, inflicted a loss of $20,000, including a small amount of damage to the bell factory adjoining. About $4000 insured.

CHICAGO, April 8.—About noon to-day, as the schooner Summona was being towed from the river into the lake by the tug F. R. V. Watson, her sails suddenly filled in a high wind and she shot ahead, pulling on the cable and capsizing the tug, which instantly went to the bottom, drowning Captain Green, of the tug, and Louis Garrity, Patrick Waters, two of its crew, G. D. Lewis and B. Johnson, many years mailing clerk of the Chicago *Evening Journal*, who was part owner of the tug. Two other men on board were rescued.

LOUISVILLE, April 8.—This evening, John Crostman, aged forty years, while attempting to climb on the front platform of the Market street car while under full headway, fell under and was run over and instantly killed.

RICHMOND, April 8.—Four cases of the United States against persons acting as Postmasters before the war, were decided in the United States District Court to-day. Two of them resulted for the plaintiff and two for the defendants. The two last were cases against Postmasters on the Peninsula where the offices and stamps had been destroyed by either Lee's or McClellan's army.

A notorious horse thief named Hodge was arrested near Staunton yesterday. He shot and mortally wounded J. H. Whitlock, one of his captors.

PHILADELPHIA, April 8.—Four ruffians convicted of rape were sentenced to pay a fine of five thousand dollars each and fifteen years imprisonment.

BOSTON, April 8.—The schooner Hero, from Hong Kong, from which George H. Osborne, supposed to be the Earl of Aberdeen, was lost, has arrived. The captain will be taken to Halifax to give evidence, and will probably prove the Earl's identity.

OSWEGO, April 8.—The Welland Canal is open.

BUFFALO, April 8.—The Sault St. Marie Canal opens on May 6.

River Intelligence.

SOUTHWEST PASS, April 8, 7 P. M.—Barometer 29:90. Wind east, strong.

Arrived—Steamer Western Metropolis, at 1 P. M., Quick, master, from New York, to Low & Ludwigsen; ship Reunion, Curtis, master, forty-five days from Liverpool, general cargo to order; Norwegian bark Nethania, Mikael, master, seventy days from Cardiff, with railroad iron to master. bark Eurus, Gaston, master, fifty days from Rio de Janeiro, coffee to Westfeldt & Co.; Spanish brig Pluton, Capue, master, six days from Havana in ballast to Puig Brothers. Sailed: Steamships George Washington, Harlan, Thomas Kelso and brig Flecvia.

PASS-A-L'OUTRE, April 8, 6 P. M.—Wind southeast, light. Arrived: Schooner Lucy D., Hall, master, twenty-four hours from Mobile, in ballast, to Thorndike, Norton & Co.; steamer Mary at 9.30 A. M., from the lake, to C. A. Whitney & Co. Sailed: Schooner Frank Lucas.

MEMPHIS, April 8.—Weather cloudy and warm. River falling.

Passed up: Mary Houston, Continental, Colorado, Edinburg and Baltic.

Passed down: Olive Branch.

VICKSBURG, April 8.—Passed down: Mary Alice at 2 P. M. Up: James Howard at ten o'clock; H. S. Turner at twelve; Alaska at one last night; Katie at 6 A. M.

River rising slowly. Weather clear and warm.

LOUISVILLE, April 8.—River slowly swelling, and has risen one inch since last report; six feet three inches in the chute, eight feet three inches in the canal and eighty-three feet under the bridge. Weather very warm to-day, but cloudy and pleasant to-night. Mercury 80°. Business moderate.

Arrived: Champion, from Cincinnati; Potomac and Kate Kinney, from New Orleans; Belle and barges, from Pittsburg. Departed: Champion and Belle and barges, for St. Louis; Leclaire, for Tennessee river; R. C. Gray, for the Arkansas river, and Potomac, for Cincinnati. Passed up: Blue Lodge and W. H. Brown, from St. Louis to Cincinnati, with iron ore, hilled to leave tomorrow; S. S. Merrill, for St. Paul; Mollie Ebert, for New Orleans, and Alice Dean, for Memphis.

EVANSVILLE, Ind., April 8.—Weather cloudy and cool, light rain this evening. River falling slowly. Port list: Collier and barges, from Pittsburg, to St. Louis; C. B. Church, from Cincinnati, to New Orleans; Emperor, from St. Louis, to Cincinnati. Business dull.

CINCINNATI, April 8.—The river has twenty-three feet in the channel and rising, with seventy-nine feet bridge space. Arrived: [illegible] from Memphis. Departed: Arlington, for Pittsburg, S. S. Merrill for St. Paul, Mollie Ebert for New Orleans, and Alice Dean for Memphis. Clear and warm.

ST. LOUIS, April 8.—Arrived: River Row, from Red river; W. H. Brown, from Cairo; J. G. Neal, from Ohio river; Petrel, from Columbus. Departed: Wycks and Dexter, for New Orleans; City of Cairo, for Vicksburg; Utah, for Arkansas river; Shreve, for Red river; Far West, for Fort Benton; Abeona, for Cincinnati; Lorena, for Pittsburg; Allegheny Belle, Liberty No. 4, Antelope and J. S. Neal, all with barges, for the Ohio river. The river is still falling. Weather cloudy, with high winds. Lake Pepin is reported open, and a good stage of water to St. Paul.

MARKETS.

Domestic Markets.

NEW YORK, April 8.—Cotton quiet and steady; sales, 1976 bales at 15⅛c; net receipts 2235; gross receipts, 1275; exports to Great Britain, 250; stock 13,000 bales. Flour a shade firmer; common to fair extra Southern $6 90@7 50; good to choice $7 55@$9.

CINCINNATI, April 8.—Cotton steady and in moderate demand; middling 14@14¼c. Flour firm; demand fair; family $6 30@6 50. Wheat; demand light; holders firm at $1 38@1 39. Corn demand fair but lower rates; 57c. Rye quiet and unchanged at $1 03@1 05. Oats firm, and demand fair; mixed 53@58c. Barley scarce and firm at 98@$1. Mess pork dull and drooping; held at $20, but salable at $19 50. Lard dull and a shade firmer at 11⅜@11½c. Bulk meats dull and declined; shoulders 6¾c; clear rib sides 8¾c; clear sides 9¼c, with sales. Bacon dull; holders anxious to sell, shoulders 7½@7⅝c; clear rib sides 9¾c; clear sides 10¼c, with sales. Whisky quiet and unchanged at 86c.

ST. LOUIS, April 8.—Flour quiet and unchanged; choice extra winter, $5 70@5 85; double extra winter $6@6 35. Wheat: spring steady; No. 2 spring, $1 32; winter dull and drooping; No. 2 red fall, $1 50@$1 53. Corn: mixed dull and lower; 48@51c in bulk; fancy yellow higher; 53@53½c in sacks. Oats dull and drooping; 49@50c in bulk and 53@55c sacked. Barley quiet; $1 10@1 12½ for choice Iowas. Rye 95c for prime. Whisky 87½c. Mess pork quiet; $19 50@19 75 for country mess; $20 for city mess on orders, loose. Bulk meats: shoulders, 6¾c; clear rib sides, 9¼c. Bacon easier, jobbing sales, shoulders, 7¾@8c; clear rib sides, 10@10⅜c; clear rib, 10¾c. Hams, sugar cured, plain, 15½c; canvased, 15½@16c. Lard lower, 11c for steam. Hogs lower at $5@6 25. Cattle unchanged at $3 25@6 50.

Scene in the Senate.

A Washington special to the St. Louis *Democrat* describes a scene of wild confusion in the Senate, after the reading of the President's San Domingo message, caused by Mr. Morrill, of Vermont, rising to speak on the motion to print:

Mr. Stewart objected in loud tones, and, bringing down his fist on the desk, declared the Senate had had enough talk on the subject of San Domingo, and there should be no more.

Mr. Conkling was talking loudly and objecting to any remarks. Harlan was doing the same, and Edmunds at the same time insisting that his colleague should be heard.

Mr. Trumbull expressed his mortification that such a scene should occur in the Senate. The whole thing was quite in contrast with the moderate and conciliatory message of the President. Finally it was agreed that Mr. Morrill should speak on Friday, but that no others should follow, except by unanimous consent, and it looks to-night as if the matter would not be allowed to come up at all in the Senate.

The message of the President has been received with great satisfaction by almost all men of prominence in the party, and most of those who have opposed the President's course upon questions of annexation are loud in his praise to-night. The expected recommendations for the appropriation to meet the payment due on the lease of Samana has been withheld for the present, and may now come in as a separate matter. It was deemed impolitic to insert it in the present message.

Mrs. D. P. Bowers.

We presume she will appear during her engagement, at the Academy of Music, in the "Lady of Lyons," which is thus favorably noticed in the St. Louis *Democrat:*

The ever popular "Lady of Lyons" caused every part of the house to be crammed last night. Shakespeare's "Katharine and Petruchio," although founded on an old Greek fable, is supposed to be the type of that order of dramas in which "The Lady of Lyons" is included. After the "Taming of the Shrew," we have Tobin's "Honeymoon," then the French play "Le Pererue" (The Bellowsmender), and lastly "The Lady of Lyons," all founded on the same model. When the citizens of London had become surfeited with "Honeymoon," a manager observed to Lord Lytton that he could make a fortune if he had another play of a similar character. Lytton replied that the manager should, without loss of time, have what he desired, and in thirteen days "The Lady of Lyons" was composed, a literary feat, considering the singular beauty of the drama, almost without a parallel. Since then the play has steadily held possession of the boards. To describe the plot is quite needless, as it is known to all. Mrs. D. P. Bowers' Pauline Deschapelles, the haughty, loving and lovable Lady of Lyons, is one of the best characters in her repertory. Throughout all her scenes she evoked the heartiest applause. We have not space to dwell on the performance. It was in all respects highly creditable.

The Blue Mountain Route.

The Mobile *Tribune* says of this route:

We had the pleasure, a few days ago, of a visit from Mr. Norman C. Jones, the enterprising agent for the lines of railway which form this route. These lines form almost an air line from New Orleans to New York, touching at Mobile, Montgomery, Dalton, Georgia, Knoxville, etc. This route is said to possess many decided advantages over any other for passengers from Mobile or New Orleans to the watering places of East Tennessee and Virginia, or to the cities of the North. The advantages claimed for it are: that it is the shortest route, the time being reduced to seventy-two hours, and it is expected that a still further reduction will be made before long; that it is the cheapest, the fare having been reduced to fifty dollars for the trip from New Orleans to New York; that it is the safest, the roadbed being in excellent order and the rails of the best quality; that it is the most comfortable in its appointments for travelers, and that excellent hotels and eatinghouses are to be found at convenient distances along the whole route. Mr. Jones informs us that these lines are under the direction of spirited and energetic men who intend to do their best to absorb the whole carrying trade between New Orleans and New York, and who have little doubt of success.

The Monroe *Intelligencer* says of railroad matters:

Some time ago we stated that Major Green, Chief Engineer of the North Louisiana and Texas railroad, had gone North to purchase two new locomotives. We learned a few days ago from the secretary of the company that they have arrived at Delta, and are now there, the water having risen before they could be brought to this end of the road.

We also learn from Mr. McGuire that so far the road bed and trestle work has been very little injured, and that it will only require a few days to place the road in good condition.

The New Iberia *Sugar-Bowl* says:

During our recent trip over Isle Piquant prairie, we found that several planters were just finishing planting their cane, and in almost every instance the seed was yet as good as ever. Among those who were at work or had just finished, we will name Messrs. Joseph and Jules Cary, Leon Junca, T. O. Gautrau, and J. L. Bayard.

Bell-shaped trowsers, cut in genuine sailor fashion, will be the prevailing fashion this spring and summer among the Chesterfields and Beau Brummels. They do not appear to be an extremely neat style.

The Southern Express company has our thanks for a copy of the New York Tribune of Tuesday.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, SATURDAY EVENING, April 8, 1871.

The money market was very quiet and we heard of nothing to justify any change in quotations. The banks are more than amply supplied with available funds and the demand for accommodations continues very light. We still quote 8@10 per cent per annum for A1 notes secured by unquestionable collaterals; 10@11 for short, and 12 for long, A1 business paper without collaterals, and 13 for good do; and 9@10 for A1 mortgage paper, and 11@12 for second grade.

Gold opened at 110¼@110⅛, (against 110¼ at New York) and closed at the opening rates, both here and in New York. The sales included $2000 and $2000 at 110¼; $2000 and $2000 at 110⅜; $5000, $6000, $18,000 and $30,000 at 110⅛; $7000 at 110 7-16 and $1000 and $12,000 at 110⅜.

Nothing was reported in silver. It is quoted at 107½@108¼ for American halves, and 2½ per cent premium in gold for Mexican dollars.

A moderately fair business was done in foreign exchange at somewhat easier rates, the market closing ⅛ per cent lower for commercial bills. The sales of sterling embraced about £77,000, including £5000 bill of lading at 120¼, £2500 bill of lading and £4000 and £4000 clear at 120½, £5000 bill of lading at 120⅜, £2500 and £6000 at 120½@120⅝, £4500 at 120¾, £10,000 A1 bill of lading and clear at 120⅜@120⅞, £4500 A1 bill of lading at 120¾, £3000 A1 clear at 120⅞, £25,000 A1 bill of lading and clear at 120⅞@121, £5000 private bankers' at 121¼, and a small amount at 109¾. Sterling may now be quoted at 120⅜@120⅞ for good to A1 bill of lading and clear, and 121⅜@121½ for bank.

Domestic exchange ruled decidedly stiffer. The banks supplied remitters with sight drafts on New York at ¼@⅜ per cent premium, and we noticed sales of $5000, $25,000 and $30,000 New York commercial sight at ⅛ premium; $25,000 commercial and $14,000 private bankers' at 3-16; $25,000 commercial and $30,000 and $30,000 private bankers' at ¼, and $55,000 commercial and $10,000 and $20,000 private bankers' at 5-16.

In stocks 500 shares Crescent City Slaughterhouse changed hands (early) at $36 50; 300 at $37 50@37 75; 100 do at $37 75; 100 Ramie Planting and Manufacturing Company at $1; 5 Mississippi and Mexican Gulf Ship Canal at $320; 180 Union National Bank at $40; 85 Mechanics and Traders' Bank at $40 75, and — Factors and Traders' Insurance Company at $91@92.

There were sales at auction by Messrs. Nash & Hodgson, auctioneers, of 20 shares Lafayette Fire Insurance Company ($5 paid in), at $20 50; 30 do at $21; 20 do at $21 50; 20 do at $22; 10 do at $22 50; 10 do at $24, and 10 at $25; and by Messrs. C. E. Girardey & Co., 50 Mechanics and Traders' Bank at $40 50, and $437 50 Sun Insurance Company scrip, of 1858, at 91c.

The only sale of bonds reported is $1000 new city seven per cents at 72½, a full rate.

State warrants continue unsettled. They are quoted at 51@53 for new.

There appears to be no movement whatever for city treasury notes. There is very little offering, and rates are entirely nominal.

COMMERCIAL.

SATURDAY EVENING, April 8, 1871.

COTTON—The sales to-day embraced 4600 bales at firm prices, requiring no change in our quotations, which we repeat, and annex the Exchange figures, which are for even running of its types, while ours are for average lists, with the outside rates for strict:

	Average lists.	Exchange figures.
Inferior	7 @ 7¾	—
Low ordinary	8¾@ 8¾	—
Ordinary	9¾@10¾	10½
Good ordinary	12⅛@12⅝	12¾
Low middling	13¼@13¾	13½
Middling	14⅛@14¾	14⅝
Strict middling	15 @15⅛	—
Good middling	15⅜@15⅝	15½

The market opened with a fair inquiry, but the movement was checked by light supplies and factors asking about ⅛c above our quotations, but later in the day buyers had less difficulty in going on at yesterday's rates. The movement, however, exhibited but little spirit, and the business did not exceed the amount noted above. There was very little middling to be had under 14⅝c, and even running commanded 14¾c.

The Exchange, which has had no quotations since Thursday, reports: "Firm market; moderate supply, with ⅛c advance on grades below low middling."

COTTON STATEMENT.

Stock on hand September 1, 1870—bales	20,696
Arrived since last statement	2,448
Arrived previously	1,274,919—1,277,367
Total	1,298,063
Cleared to-day	9,727
Cleared previously	1,068,109
Burnt	669—1,078,505
Stock on hand and on shipboard	219,558

To-day's exports embraced 3414 bales to Liverpool, 1163 to Amsterdam, 1925 to Bremen, 1202 to Cronstadt and 2023 to New York. Receipts proper since last evening 2405 bales, against 2636 on last Saturday, and 2566 last year, making an aggregate since August 31, of 1,210,423 bales, against 964,270 last year.

SUGAR—Received to-day 200 hhds. There was a better demand to-day, but prices ruled in favor of buyers. The supplies, in first hands, were mostly sold at 5½@6½c for inferior; 7¼@7¾c for common; 8@8¼c for fair; 8¾@9c for good fair; 9¼@9½c for fully fair; 9¾@10¼c for prime; 10¼@10¾c for prime to choice; 11¾@12c for yellow clarified, and 12¼@12¾c for white.

MOLASSES—Received to-day 274 bbls, 5 half bbls. Fermenting continues in demand, but other descriptions are dull. The supplies are selling at 15@25c for inferior fermenting; 30@45c for good to prime fermenting; 30@34c for centrifugal; 35@45c for plantation reboiled; city refinery reboiled commands 30@60c; golden syrup 90c@$1 ℔ gallon.

FLOUR—The market is quiet but firm, with a moderate demand. About 2000 bbls were sold to-day, of which 65 superfine at $6 25; 200 double extra at $6 80; 100 treble extra at $7; 100 do at $7 25; 50 do at $7 40; 50, 200 and 300 do at $7 50; 300 choice extra at $7 75; 50 do at $8 62½; 25 do at $8 75, and 100 treble extra on private terms.

CORN—Is in light supply and moderate demand. 4000 sacks were sold to-day, of which 500 mixed, 1000 yellow and 1000 white at 71c; 1000 white at 72c ℔ bushel.

OATS—Were in fair supply and demand; 1800 sacks were sold to-day, of which 866 sacks in warehouse on private terms; 200 St Louis at 64c, and 500 choice St Louis and Galena at 65c ℔ bushel.

BRAN—Is steady with a light supply; 100 and 200 small sacks sold at $1 25, and 50 large sacks at $1 30 ℔ 100 lbs.

HAY—Is in fair supply and moderate demand at $22@24 for prime to choice; 100 bales prime Ohio river sold at $22, and 250 prime St. Louis at $23 ℔ ton.

PORK—Is very dull, and prices are still lower. Original mess is offering at $20 50 ℔ bbl. There have been some sales, not reported, at that. It is retailing at $21@21 25 ℔ bbl.

BACON—Is dull at 8¼c for shoulders, 10⅜c for clear rib sides; 11½c for clear sides; At retail ¼c more is obtained. Eighteen casks shoulders sold at 8¼c, 17 casks clear sides at 11⅜c. Sugar-cured hams are quoted at 15½@16c ℔ lb.

LARD—Is dull. Tierces are quoted at 12@12¾c; kegs 13½@13¾c ℔ lb.

DRY SALT MEAT—Is dull. Shoulders are quoted at 7¾@8c; clear rib sides 9¾@10c; clear sides 10¼c.

BREAKFAST BACON—Is dull at 15@15½c ℔ lb.

CORNMEAL—Dull; 100 bbls kiln-dried sold on the levee at $3 10 ℔ bbl.

STAR CANDLES—Are in fair supply and demand. We quote 11 ounce at 11½c; 12 do at 12½c; 14 do at 13¼@16c, and 16 do at 16¾@17c ℔ lb.

FREIGHTS—Foreign freights quiet and steadier. Liverpool, sail, cotton, ⅝d; to Havre, sail, 1¼@13-16c; to German ports, sail, ¾d; coastwise dull, but rates unchanged; cotton, steam, to New York 1c; Philadelphia, 1c; flour to do, 80@85c; corn, 20c; tobacco, $7.

BUTTER—Choice Goshen is in light supply and firm at 43@44c ℔ lb. Other kinds are plenty and dull. Good to choice Western 25@26c ℔ lb.

SALT—Dull and unchanged. Dealers sell Liverpool coarse at $1 10@1 15, and fine at $1 15@1 20 ℔ sack. When large lots are taken at warehouse by boats a deduction is made for dragage. Table salt, in pockets, 74c, 80c, and 85c.

RICE—There is no life in the market to-day. [illegible] Carolina, prime [illegible] and 9¼@9⅝c; fair 8⅜c; Louisiana 8¼@8½c for prime; 7½c for ordinary, and 6@6½c for common.

Weekly Quotations of Hides, &c.

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 85 lbs, ℔ lb	—	@ 8
Steer hides, city slaughter, 70 to 84 lbs, ℔ lb	—	@ 9¼
Steer hides, city slaughter, under 70 lbs, ℔ lb	—	@ 9
Cow hides, city slaughter, as they run, ℔ lb	—	@ 9
Kips, city slaughter, 20 to 34 lbs, ℔ lb	—	@13
Kips, city slaughter, 35 to 50 lbs, ℔ lb	—	@11
Calf skins, each	—	@61
Country hides, flint, 20 to 25 lbs, ℔ lb	16	@18
Country hides, flint, damaged, half price.		
Beeswax, prime yellow, ℔ lb	—	@28
Ox horns, each	—	@ 5
Tallow, ℔ lb	8	@ 9

Green salted hides are quiet but firm. Dry and dry flint are weaker and only prime lots bring outside quotations.

Weekly Coffee Statement.

Messrs. Lonsdale, Marks & Co., coffee brokers, report the following transactions of the week:

	Bags.
Imports from Rio de Janeiro from July 1, 1869, to July 1, 1870	139,742
Imports from July 1 to date	173,370
Stock in first hands	10,506
Arrivals this week—	
April 1, bark Agincourt, to J. Avet	4,314
April 1, bark Agincourt, to A. M. Agelasto	3,000
Total	7,314
Sales—	
Ex Ophir, private terms	3,300
Ex Ophir, private terms	1,234
Ex Agincourt (before arrival), private terms	1,912
Ex Cornelia and Gertude, private terms	250
Ex Preference, private terms	161
Total	6,857
Stock made up as follows—	
J. Avet	4,654
A. M. Agelasto	3,000
Chaffraix & Agar	2,852
Total	10,506
Market—We quote cargoes—	
Prime, gold duty paid	15⅛@15¼
Good, gold duty paid	14⅞@15
Fair, gold duty paid	14⅛@14¼

REMARKS—Market quiet. Dealers hold, say 10,000 bags.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, SUNDAY MORNING, April 9, 1871.

WEATHER, BUSINESS, ETC. — Alternate clouds and sunshine; yet withall decidedly hot, was the weather of yesterday. It is surprising that the warm dry weather continues so uninterruptedly in this month, and though it has threatened rain for several days past, none has fallen. Business yesterday was as brisk as is usual on Saturday.

The arrivals, though few, had good trips, and the departures were numerous. Among the arrivals were the Jennie Howell, from Little Rock; Governor Allen, from Camden, with a fair trip; Frank Pargoud, from Grand Gulf, with a most discouraging light cargo, 100 bales of cotton, some cattle and a few sundries. The departures were: The Richmond, to St. Louis, with 500 tons of railroad iron, besides considerable miscellaneous freight. She also had a fair passenger list. Henry Ames, to St. Louis, with 1000 bars of iron, and considerable miscellaneous freight. She had on board twenty cabin passengers, and a number on deck. The John T. Moore, for Red river, had a fine cargo, and a splendid trip of people. The Natchez had about her usual compliment of freight. The Nick Longworth had a moderate trip. The La Belle and Ouachita Belle for Camden were both rather light in receipts. There is scarcely enough freight offering for that stream to divide and load well two large steamers such as the two we have just mentioned. The Chas. H. Durfee of the regular Red river line had a moderate cargo. The Bayou Bartholemew packet Ruth received a very handsome trip. The Little Fleta, for Saline river, had a pretty fair receipt. The B. L. Hodge No. 2 departed with a good trip of passengers and considerable freight.

Altogether yesterday was the busiest day of the week, and when the above departures had left the wharf, the landing looked quite lonesome and deserted.

The river here is still swelling slowly, and is now uncomfortably high for steamboats. It is nearly to the level of the upper portion of the wooden wharf, and at the present rate of increase it will soon be playing havoc with freight piles; prospects are good, however, that it has now reached its highest point for this season, and that it will begin to recede within the next forty-eight hours, though dispatches announce a slowly rising river at Vicksburg, and Memphis dispatches announce the river at that point steadily falling. The Ohio river is stationary at Louisville. At St. Louis the river is falling. At Cincinnati the river is reported rising rapidly.

Rates of freight are unchanged and firm.

MISCELLANEOUS ITEMS.—The Richmond, which arrived at this port on Friday night last with a cargo of 1800 tons of freight, discharged her entire cargo, crossed the river and took on full five hundred tons of railroad iron and Scotch pig metal; and was back at the wharf early yesterday morning receiving a big trip for St. Louis. How is that for quick work! Who can beat it?

The large, fleet steamer John Kyle is the next packet in the Merchants' Southern Line to St. Louis. She leaves to-morrow at 5 P. M. Captain John B. Weaver is in command and William Cropper, Esq., in the office.

The Florence probably arrived last evening from Bayou Macon, and will leave on her return trip on Wednesday at 5 P. M.

James Doyle, a partner in the steamboat Blacksmithing with P. S. Manion, was elected on Tuesday last as harbormaster of St. Louis. He will make an excellent officer.

The Carrie V. Kountz is loading at St. Louis for Omaha.

The Virginia, en route to New Orleans from Louisville, added 900 barrels of pork and 800 barrels of lime to her cargo at Jeffersonville.

Captain H. H. Brown having resigned the command of the Alice Dean, Captain W. M. Metcalfe has been appointed his successor.

The Cincinnati *Gazette*, of the sixth instant, has the impudence to growl because the boats that land at Evansville happen to be charged more wharfage on the goods they land at that point, than the price of freight they receive for the same amounts to. We would like to know what steamboats are built for, but to plunder. You ought to be ashamed of yourselves for mentioning such a thing. We would like to know how the wharf master, and other city officials, could afford to pay for their diamonds, etc., if the steamboats did not? But here is the item:

"On the last trip of the Nightingale she put off two bales of cotton at Evansville, and paid six dollars and fifty cents for wharfage privilege. The freight on the cotton amounted to six dollars. She and other Cincinnati boats frequently refuse passengers and freight for Evansville, and do not land there going down, because they do not know whether they will get sufficient business for that point to justify them in making the landing. The fare from Cincinnati to Evansville is seven dollars. If a boat had but one passenger for that point, she would get but fifty cents for transportation and board. The Evansville *Journal* has been trying to get the authorities to right this great public wrong, and may succeed."

Captain Gus Descouchet, who has been in Cincinnati for several days, contemplates building a new boat for the Armada's machinery and cabin. The contract will probably be let to parties at Louisville, Jeffersonville or New Albany.

W. T. Reynolds has been appointed Hull Inspector at Louisville.

This is coolness as described by the Monroe *Intelligencer:*

On Sunday last Charles Warren and Charles Lewis, the parties arrested some time ago in Trenton on suspicion of burglary and sentenced last week for carrying concealed weapons, showed a disposition to make fun of our Sheriff and the jail that was certainly cool. It seems to make their safe-keeping doubly sure, the Sheriff had them ironed, but on Sunday they threw their irons through the grating into the jail yard and told the Sheriff that he must have them put on in a better shape. An examination showed that the irons had been sawed by some instrument, but a thorough examination of their persons and cell failed to bring it to light.

OFFICE OF THE REPUBLICAN, Sunday, April 9, 1871.

CLEARED YESTERDAY.

Steamship George Washington, Guest, for New York
Steamship Crescent City, Norton, for New York
Steamship Thomas Kelso, Du Bois, for Rockport via Galveston
British steamship St Louis, Gillon, for Liverpool
Steamship I C Harris, Farwell, for Branos nautiago via Galveston
Steamship Lavaca, Galt, for Tampa Bay via Florida ports
North German steamship Hanover, Himbeck, for Bremen via Southampton and Havana
Norwegian bark Finn, Aunesen, for Cronstadt
Norwegian bark Floen, Knutsen, for Amsterdam
Brig Anita Owen, Pettingill, for Bremen
British brig Ruatan, Webster, for Ruatan Island
British schooner Alice Agnes, Parsons, for Grand Cayman
Steamer Henry Ames, Jacobs, for St Louis
Steamer Richmond, Green, for St Louis
Steamer Mary Miller, Cox, for St Louis

ARRIVED YESTERDAY.

Steamship Western Metropolis, Quick, from New York 1st instant, to Low & Ludwigsen—3d district
Steamship Hutchinson, Talbot, from Indianola via Galveston, to C A Whitney—1st district 9
Steamship W G Hewes, Bourne, from Indianola and Galveston, to C A Whitney &co—1st district 9
Steamship Florida, Baker, from St Marks via Florida ports, to I K Roberts—1st district 13
Ship Joseph Fish, Carney, from London, February 8, in ballast, to master—1st district 26
Ship Alexander, Riordan, 63 days from Newport, Wales, to Meeker, Knox &co—Point
Ship Frank N Thayer, Kenger, from Cardiff, Wales, to master—Algiers
Ship Roswell Sprague, Lewis, 67 days from Cardiff, Wales, to master—Point
Spanish bark Vilasar Vicente, Walli, 10 days from Havana, to Fatjo, Marks &co—2d district
Bark Robert Beak, Atkens, 9 days from Kingston, Jamaica, in ballast, to master—Point
Brig James Crosby, Reynolds, 15 days from Turk's Island, to G W Hynson &co—Point
Brig Hope, Monasterio, 11 days from Celustan, Mexico, to Puig Bros—2d district
Schooner Lady Woodbury, Woodbury, 5 days from Utilla, to J Machece—2d district
Schooner Freddie Walton, Rich, 30 days from Boston, to Jenkins & Springbett—1st district
Three luggers, from Lafourche, to masters—3d district 14

TOWBOATS.

Equator, Warren, from the Passes—Towed down and to sea, 6th instant, ship Pelicia, brig Flavia and schooner J L Sommers—Brought up ships Frank N Thayer and Roswell Sprague
Tillie C Jewett, Follett, from the Passes—Towed down and to sea, 3d instant, barks Nimbus and India—Brought up bark Robert Beak and schr Freddie Walton
Ocean, Williams, from the Passes—Towed down and to sea, 3d instant, ship City of Boston and bark Ada Carter—Brought up bark Vilasar and schooner Lady Woodbury
Chamberlain, McLellan, from the Passes—Towed down and to sea, 3d instant, schooner C E Morrison—Brought up ship John Fish
Harry Wright, Wright, from the Passes—Towed down and to sea, 5th instant, barks Ilma and Cavour—Brought up ship Alexander
Perry, Sturtevant, from the Passes—Towed down and to sea, 5th instant, bark Falco and brig Preference—Brought up brigs James Crosby and Hope

STEAMBOATS.

Beaufort, Jeanfreau, from Lower Coast.
Governor Allen, Sinnott, from Ouachita river.
Flicker, Aucoin, from Latourche.
Jennie Howell, Halliday, from Little Rock.
Frank Pargoud, Tobin, from Vicksburg.
Louise, Hopkins, from Mobile.
Gladiola, Lee, from Minden.
Trenton Austin, from Bayou Bartholomew.
P W Strader, Stein, from Cincinnati.

BELOW COMING UP.

Bark Enrique, Orcutt, 75 days from Liverpool, to master—
Norwegian bark Caspari, Cylmstern, 75 days from Newport, Wales, to master—
Bark Sheffield, Sloan, 54 days from Cardiff, Wales, to master—
Italian brig Indifferente, Favorita, 90 days from Cette, to master—
Brig Caroline, Smith, 60 days from Messina, to master—
Schooner Brazos, Johnson, 5 days from Campeachy to K Morgan &co—
Schooner Lily of the Valley, Leitch, 9 days from Ruatan Island, to J B Pignioli—
Three-masted schooner Lookout, Howes, 27 days from Boston, to master—

EXPORTS.

TAMPA BAY—Steamship Lavaca—411 sks corn 25 bags coffee 2 bbls pork 4 bbls rice 3 bbls meal 23 bbls flour 75 half-bbls flour 20 kegs nails 27 bxs soap 4 bxs cheese 6 bxs tobacco 24 pkgs mdse and sundries

ST LOUIS—Steamer Mary Miller—30 tons pig iron and sundries

ST LOUIS—Steamer Richmond—lot pig iron and sundry mdse

BRAZOS SANTIAGO—Steamship I C Harris—750 bbls flour 435 bags coffee 30 bbls whisky 15 crates earthenware 30 bxs sugar 3 cks earthenware 500 bxs candy 643 pkgs mdse

LIVERPOOL—Steamship St Louis—3414 bales of cotton 10,990 bush corn in bulk 70 bbls cotton seed meal 2400 staves $4000 in specie

NEW YORK—Steamship George Washington—874 bales cotton 300 sks cotton seed 1151 hides 161 bdls hides 40 bales hides 10 rolls leather 216 bbls oil 51 bbls whisky $80,587 in specie

NEW YORK—Steamship Crescent City—1149 bales cotton 11 hhds tobacco 62 bdls hides 1262 hides 87 bales hides 304 bbls oil 45 bales moss 12 bags wool 30 coils rope 30 pkgs mdse 24 sks seed cotton 10 pkgs metals 29 tcs tallow 173 tcs beef 97 bbls beef 300 sks cotton seed

ROCKPORT VIA GALVESTON—Steamship Thos Kelso—3050 sks corn 1000 sks oats 360 sks bran 250 bags coffee 650 bales hay 175 bbls molasses 700 bbls potatoes 75 bbls whisky 100 bbls sugar 50 hhds sugar 50 cks wine 50 bxs mdse 100 stoves 500 pkgs mdse 4000 rods iron

GRAND CAYMAN—Schooner Alice Agnes—24 bbls 2 bags coffee 4 bbls meal 1s bbls pork 50 bbls flour 4 half-bbls flour 1 bbls beef 2 tcs hams 4 kegs lard 1 bx cheese 3 cases tobacco 1 firkin butter 2 cans butter and sundries

BREMEN—Steamship Hanover—252 bales cotton 452 hhds tobacco

For Southampton—$29,701 in specie 3 bxs mdse

ST LOUIS—Steamer Henry Ames—334 hhds sugar 300 bxs sugar 179 tons pig iron 33 cases mdse

CRONSTADT—Bark Finn—1202 bales cotton

BREMEN—Brig Anita Owen—1400 bales cotton

RUATAN ISLAND—Brig Ruatan—1000 feet lumber 1 cane mill

AMSTERDAM—Bark Floen—1163 bales cotton