[Continued from third page.]

[illegible] Montgomery, master, [illegible] Rosina, with fruit, to G. [illegible]

[illegible] Orleans, April 19, 6 P. M.—Wind [illegible] Arrived: British bark [illegible], master, twenty-three days [illegible] New Brunswick, in ballast, [illegible] to consignees.

[illegible], April 19.—Passed down: [illegible] at two o'clock last night, Lady [illegible] A. M. Passed up: H. C. Yeager at [illegible] Fulton at 7 A. M. The river is [illegible] inches per day. Weather warm [illegible]

[illegible], April 19.—River twelve feet [illegible] and falling. Arrived: Glasgow, [illegible] Arkansas river. Departed: [illegible] Burns, for Memphis; Liberty No. 4, [illegible]

[illegible], April 19.—The Monongahela [illegible] four feet three inches in the channel, [illegible]. A thunder storm prevails [illegible]

[illegible], April 19.—Arrived: City of [illegible] Vicksburg. Departed: Kate [illegible] for Cincinnati, Grand Tower for [illegible] River stationary. Weather clear, [illegible] trade. Heavy rain last night.

[illegible], April 19.—River still falling, [illegible] feet and eight inches in the [illegible]. Weather clear and pleasant. Arrived: Abeona and Leonidas, from Cincinnati; [illegible] J. Hale and Alice Dean, from [illegible]. Departed: Alice Dean and Sam [illegible], for Cincinnati; Abeona, for St. [illegible] and Leonidas, for New Orleans.

[illegible], April 19.—Weather clear. Mercury [illegible]. River falling. Passed down: [illegible] Howard.

MARKETS.

Domestic Markets.

New York, April 19, Evening.—Cotton [illegible] dull; sales 2000 bales; middling uplands [illegible]. Flour: Southern dull and [illegible] 25@7 50; common to fair extra [illegible] good to choice $7 55@9. Whisky [illegible]. Wheat steady; winter [illegible] amber Western 63@65c. Corn [illegible] for mixed Western. Pork [illegible] $19. Beef dull; plain mess $10@[illegible]. Lard quiet; kettle 11@11¾c. Naval [illegible] firm and quiet. Tallow steady. [illegible] steady.

[illegible], April 19.—Cotton quiet and [illegible] steady, middling 14c. Flour dull and [illegible] Wheat quiet and unchanged; [illegible] Corn, demand fair and [illegible] Rye steady at $1 03 [illegible]. Oats firm at 54@56c. Barley scarce [illegible] $1 03. Provisions, demand [illegible] and rather better feeling, [illegible], but dealers ask their [illegible] Mess pork salable at $18 50. Bulk [illegible] and shoulders at 6¼c; clear rib sides [illegible] 8¼@8¾c, mostly held at [illegible]. Bacon sold at 9½@10c for clear [illegible] clear sides. Lard 11c, nominal. [illegible] firm and demand fair at $5 12½. [illegible] fair and advanced to 87c.

[illegible], April 19.—Flour quiet and [illegible] small; superfine winter $5 50; extra [illegible]; double extra $6 25. Wheat dull [illegible] No. 2 Kansas spring $1 27; [illegible] $1 31½; medium to choice red fall [illegible]. Corn better; No. 2 mixed in [illegible] mixed in sacks 57@58c. Oats [illegible] No. 2 in elevators 50c; mixed in [illegible]. Barley firm; No. 3 90c@$1. [illegible] at 90c. Whisky 87c. Mess pork [illegible] $18 50@19, but no sales. Dry salted [illegible] 9c. Bacon firmer; shoulders 7¼c; [illegible] 10c. Lard—choice country kettle [illegible] at 11c, without buyers. Hogs dull [illegible] 75@5 50. Cattle firm at $3 50@6 50.

Foreign Markets.

London, April 19, Evening.—Consols [illegible] 93½; 5-20s, 90½.

Liverpool, April 19, Evening.—Cotton [illegible] flat; middling uplands 7¼@7¾d; [illegible] 7½@7¾d; sales 10,000 bales, including [illegible] for speculation and export.

Immigrants.

The Opelousas Courier says:

[illegible] sixty-six immigrants passed through [illegible] last Monday, direct from New [illegible], on their way to Mallet (about [illegible] miles from here), where a colony is [illegible] established under the auspices of Mr. [illegible] Fabacher, a gentleman who has [illegible] successfully engaged in business in [illegible] Orleans for more than twenty years. [illegible] are already at Mallet about forty [illegible], all European, and some fifteen [illegible] are expected to arrive soon.

Mr. Fabacher has purchased 800 acres of [illegible], and already constructed thereon some [illegible] buildings, including a saw-mill [illegible] sawing lumber for the buildings, etc., for the colony; and a crop is already planted, which is a favorable evidence of Mr. Fabacher's enterprise and industry. Colonel Bridgman is assisting in [illegible] formation of this colony, and we have [illegible] to believe the enterprise will be [illegible] with success.

We are informed that these hardy immigrants are families recently arrived from Europe, principally from Alsace and Lorraine. May they prosper, and be an example to others who may come among us in the future.

There are hundreds of thousands of acres of land in this parish that can be purchased [illegible], and would yield rich harvests under the industrious labor of the European immigrant.

The Outbreak at Odessa.

The New York *Herald* has a lengthy editorial concerning the religious outbreak against the Jews at Odessa during Easter week. The details were furnished the public in advance by the American Press Association. The *Herald* deplores the fanatical [illegible] of the Gentiles in southern Russia, and says: "For some time past the sorrows of the children of Israel in the Russian Empire and the Danubian provinces have been appearing in our news columns. So much so, indeed, has this been the case that General Grant, yielding to the pressure of public opinion in this country, not long since remonstrated with the government of the Czar, and received assurances which augured well for the future of the Jews in the [illegible] of Russia. Believing, as we do, that the history of Judaism is the history of [illegible], for the founders of the Christian faith were one and all of them sons of Israel, knowing as we do that thousands [illegible] of our readers regret the [illegible] of mediæval sentiment, we feel [illegible] our duty, as representatives of the [illegible] religious sentiments of the American [illegible], to denounce the Odessa riot, and say [illegible] enlightened Christianity of all shades [illegible], from Rome to Plymouth church, [illegible] its hands clean of this new religious persecution. If there is any one thing which [illegible] us to think and speak kindly of [illegible], it is that they have suffered as no [illegible] have ever suffered. For well nigh [illegible] thousand years they have been without a country. Strangers and sojourners in all [illegible], among all people, in every centre of [illegible], Jews are numerous, active and [illegible]. In France, where their disabilities have been removed since the days of the First Napoleon, they have been [illegible] as scholars, as statesmen, as merchants. In Germany, the ablest professors [illegible] universities, some of the ablest statesmen, and some of the richest bankers are [illegible].

In Great Britain, long so rigidly exclusive, [illegible] Jew is leader of her Majesty's [illegible], and another Jew is a prominent [illegible] member of the cabinet. Our [illegible] palaces and numerous and [illegible] synagogues speak with sufficient [illegible] of the Jews in New York, [illegible], Baltimore, Cincinnati, St. Louis and San Francisco but repeat the tale. Under [illegible] institutions a son of Abraham, come [illegible] what quarter he may, feels as if he [illegible] at last the land of promise. It [illegible] not be far from the truth to say that [illegible] own the world. We regret it [illegible] be necessary to repeat the story of persecution for religion's sake. We [illegible] with our Jewish fellow-citizens, [illegible] but feel pained by the Odessa [illegible]. Our hope is that the voice of free [illegible] with the voice of Europe, [illegible] with such emphasis that [illegible] will ever again be possible.

[illegible] Parish has this about cotton, [illegible] average prospects:

[illegible] has been fine for planters [illegible] sowing rice. Cane is well [illegible]

Monetary—Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, Wednesday Evening, April 19, 1871.

We have still to report an extremely easy money market with no variation in street rates from those mentioned in our last report. We quote 8@10 per cent per annum for short and 10@11 for long A1 notes with and without collaterals, and 11@15 for good and second grade do. Mortgage paper rules at 9@10 per cent per annum for A1, and 11@12 for second grade.

The gold market again showed considerable irregularity, though the fluctuations were not as great as yesterday. At the opening there were operations here at 111@111¼, but on the receipt of the first dispatch from New York, quoting 111⅛, it advanced to 111¼@111⅜, but subsequently gave way and finally closed at 111⅛@111⅜ (against 111⅜). The sales included $1000 and $2000 at 111; $1000, $1500, $2000, $2000 and $5000 at 111¼; $30,000 at 111¼@111⅜; $4000 at 111⅜, and $2000, $2000, $4000 and $7000 at 111½.

In silver $1000 in American half-dollars changed hands at 107, $1000 at 107½, and $3000 at 108. We quote these at 107@108, and Mexican dollars at 2½@3 ⅌ cent premium in gold, an advance. Some $44,000 of specie has been received from Brazos Santiago within the past three or four days, a large part (if not all) of which consisted of Mexican dollars. A portion of these receipts was offered to-day, but we did not learn of any sales.

Foreign exchange was again quite active, and under the advance in gold, the closing rates showed a net improvement of ⅛@¼ ⅌ cent. The sales of sterling embraced £90,000, including £7000 bill of lading, at 121⅜@121⅝; £5000 bill of lading and £6000 clear at 121¾; £8000 bill of lading at 121¾@121⅞; £3000, £3000 A1 clear and £5000 (equal to A1 clear) at 121⅞; £10,000 A1 bill of lading and clear at 121⅞@122⅛; £2000 A1 bill of lading, and £2300 and £4000 A1 clear at 122; £15,000 first class at 122@122¼; £4000 private bankers' and £5000 A1 clear at 122⅛; £2000 first class at 122¼; £1600 American ships' bill and £1500 private bankers' at 122⅜; £3000 bill of lading at 109¼ gold, and £4000 bank at 110.

There were sales of 50,000 and 80,000 A1 commercial francs on France at 4.76¼.

Sterling may now be quoted at 121½@122 for good to A1 bill of lading and clear, and —@122 for bank.

Domestic exchange was hardly so strong, though rates suffered no quotable variation. The banks drew on New York for remittance at ⅜ per cent premium, and the transactions included $10,000, $10,000, $20,000 and $25,000 commercial sight on New York at ¼ per cent premium, and $20,000, $20,000, $50,000 and $100,000 private bankers' at 5-16, and $50,000 bank at the same. Some of the banks drew gold checks on New Bork at ¼ ⅌ cent premium.

The stock market was again very quiet. Notwithstanding the ease in money, there seems to be no disposition to speculate. Operators appear to feel little confidence in the market, and the few transactions made are suppressed. Ten shares Factors and Traders' Insurance Company were reported at —; 25 do at $93 40 State National Bank at $102 50; 6 Mississippi and Mexican Gulf Ship Canal at $310, and 20 do at $320. We heard also of 100 Louisiana Levee Company at $12, $12 50, and $13 was subsequently bid.

In bonds $2000 old city seven per cents sold at 70½, and $1000 Jackson Railroad first mortgage at 90.

Five hundred and two thousand dollars large new State warrants were reported at 54. Dealers reported buying for these at 51@53, and for new Metropolitan Police at 96½@—, and selling at —@56 for the former, and 97½ for the latter. Small State command 11@13 per cent higher than the above figures.

City treasury notes continue nominal.

COMMERCIAL.

Wednesday Evening, April 19, 1871.

Cotton—The sales to-day embraced 6200 bales at stiffer prices for middling, but without any sensible change in other grades. We modify our quotations accordingly, and also give 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 @ 7⅞	—
Low ordinary	8 @ 9	—
Ordinary	9⅞@10⅛	10½
Good ordinary	12⅛@12⅝	12½
Low middling	12⅞@13¾	13¼
Middling	14⅛@14⅜	14½
Strict middling	15 @—	—
Good middling	15⅛@15½	15½

We heard of no middling under 14⅜c, and a style for which these figures were accepted yesterday brought 14¾c. Some average lists, however, might have been had at 14½c, which we accordingly retain as our inside quotation for that grade. Very little good ordinary could be had under 12¼c, and desirable lists were firm at 12½c; strict ruling at 12⅜c. The decline of 1-16d at Liverpool was fully counterbalanced by the course of exchange, and still easier freights. The supply was limited, with a scarcity of clean, white cottons.

The Exchange reports: "Market generally unchanged."

COTTON STATEMENT.

Stock on hand September 1, 1870—bales	20,696
Agrived since last statement	4,117
Arrived previously	1,316,119—1,320,206
Total	1,340,932
Cleared to-day	11,245
Cleared previously	1,122,575
Burnt	669—1,134,489
Stock on hand and on shipboard	206,443

To-day's exports embrace 8447 bales to Liverpool, 1420 to Amsterdam and 1378 to Barcelona. Receipts proper since last evening 4063 bales, against 3307 on last Wednesday and 992 last year, making an aggregate since Friday evening of 17,455 bales, against 17,803 for the corresponding time last week, and 10,818 last year, and since August 31, of 1,250,946 bales, against 990,018 last year.

Sugar—Received to-day 103 hhds. The supplies are light and the demand is good for open kettle sugar, and prices are ruling with an upward tendency. About 200 hhds were sold to-day at 5¾@6¾c for inferior; 7@7½c for common; 8@8½c for fair; 8¾@9c for good fair; 9¼@9½c for fully fair; 10@10¼c for prime; 10½@10¾c for choice; 11¾@12¼c for yellow clarified, and 12¾@13c for white.

Molasses—Received to-day 60 bbls. The supplies are light and the demand is fair. Inferior fermenting commands 15@25c; good fermenting 30@40; centrifugal 27½@40c, as in quality; cistern bottom 40@50c; plantation reboiled 35@46c; city refinery reboiled is quoted at 30@60c; golden syrup 90c@$1 ⅌ gallon.

Flour—The stock is small, hence the demand is confined to the local trade. The supplies are ample for the local demand, which is limited, but they are insufficient for any export demand. Superfine is quoted at $5 90@6; double extra $6 50; treble extra $6 75@7 ⅌ bbl The sales to-day are confined to 1000 bbls, of which 100 superfine at $5 85; 50 do at $6; 50 double extra at $6 50; 80 treble extra at $6 90; 100 do at $7 20; 75 choice extra at $8 62½ ⅌ bbl.

Corn—The supply is moderate and is held higher. Prices have advanced, but buyers are holding off. About 4000 sacks were sold to-day, of which 700 yellow and mixed, 250 white, in second hand bags, and 600 ordinary white at 75c; 400 choice white at 76c; 50 do at 77c and 1200 white and yellow at 78c.

Oats—Are in light supply; the demand is good, and prices are firm. About 2000 sacks were sold to-day, of which 300 Ohio river at 63c; 550 ordinary St. Louis at 63c; 200 St. Louis at 64c; 200 and 500 do at 65c ⅌ bushel.

Bran—Is in light supply and firm. Three hundred sacks sold at $1 30 ⅌ 100 lbs.

Hay—Is in good supply and demand. One hundred bales choice Western sold at $25 50, and 100 do at $26. Prime is quoted at $23 ⅌ ton.

Bacon—Twenty and 40 casks clear sides sold at 10¾c ⅌ lb. Shoulders are quoted at 7¾@8c; clear rib sides at 10¼c; clear sides at 10¾c, and sugar-cured hams at 15@15¾c ⅌ lb.

Dry Salt Meat—Is dull, and shoulders are retailing at 7¾@7¾c; clear rib sides at [illegible] clear sides at [illegible]. At [illegible]

[illegible] Bacon—Is dull, and is quoted at 14¾@15c ⅌ lb.

Cow Peas—The market is dull and drooping; 500 sacks sold at $1 40 ⅌ bushel.

Whisky—Is in better demand and the market is firmer. Indiana is now held at 85@88c, and Cincinnati 90@95c ⅌ gallon. In the past few days 300 bbls rectified sold in lots on private terms, and 30 bbls sold to-day at 91¼c ⅌ gallon.

Freights—Foreign freights are weak and heavy under a moderate demand for room and a strong desire to fill up the vessels in port. The coastwise shipments are small, and rates in that direction are irregular and nominal. We quote: Cotton to Liverpool, sail, ⅛; to Havre and Bordeaux, sail, 1c; to Bremen and Amsterdam, sail, 9-16d; oil cake to Liverpool, 32s 6d; cotton to New York, steam, ⅛@¾c; to Philadelphia, steam, ⅜@¾c. No engagements for tobacco are making for foreign ports, but room could be had for 40s, and possibly for less.

Salt—Demand limited; prices 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 drayage. Table salt in packets, 2½c, 3½c and 7½c.

Coffee—The market is inactive. Stock in first hands 15,000 bags. We quote round lots (gold duty paid): Prime 15@15½c, good 14½@14¾c, fair 14@14¼c ⅌ lb.

Butter—The market is unchanged. Choice grades sell pretty freely, but other kinds are very dull. We quote choice Goshen at 42@43c; common 25@30c; good to choice Western 23@25c; inferior 12½@20c ⅌ lb.

Cheese—Is scarce and in demand at 15@16c ⅌ lb for Western factory, 14c for reserve, and 17@18c for English dairy.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, Thursday Morning, April 20, 1871.

Weather, Business, etc. — The changeable character of the weather was never more fully illustrated than during yesterday. The morning dawned sombre, and betokened rain. Noon was warm, close and sunshiny. The evening closed as the day began, with threatening clouds.

Business fell off in its activity considerably.

The arrivals were moderately numerous. The Importer, from above Little Rock, had a good trip down—1502 bales of cotton; the Glencoe, from Louisville, was well laden and had some passengers; the Rapides had a fair amount of cotton, which she discharged at the foot of Thalia street; the Katie, from Vicksburg, brought down 743 bales of cotton and a large amount of miscellaneous freight; the Frank Pargoud, from Vicksburg, had a light trip—557 bales of cotton and some miscellaneous freight; the Governor Allen, from Camden, brought in 650 bales of cotton and other freight.

The departures were the M. J. Wicks, to St. Louis, with a most magnificent trip; in fact, one of the largest and best paying for her class, of this season. Messrs. Stevenson & Verlander, agents, deserve credit for securing her so fine a cargo at this dull season of the year. The C. B. Church, for Cincinnati, departed from the ironpile with a good trip of passengers, and a large amount of railroad material. The Church was delayed long beyond the expected time of departure by the difficulty experienced in getting the iron on board. She left, however, last evening with a full complement of freight. The Southwestern, for Red river, had a pretty fair cargo. The regular line packets, for Red river, generally receive fair trips, except when the independent packets are at the landing in opposition. The regular Red River Packet Company sends out a steamer nearly every day, now. The Mohawk and barges departed for St. Louis with a full load. The Bannock City had a fair cargo out.

Rates from here remain firm as yet. No telling, as far as rates are concerned, what will be developed in the next few days. The light trips that are now being carried, both to and from, by our Vicksburg and Louisville packets are not very promising of those steamers remaining much longer this season in the trade. The Belle Lee has already led off for summer recreation, and the balance will, no doubt, soon follow.

The river here is rising again, and is now said to be fully as high, if not higher than during the rise of 1862. The unfortunate misplacement of the water-gauge board at the foot of Canal street, renders it very difficult to determine the exact comparison of this year and that of 1862 flood. There is more than a sufficiency of water in the Arkansas, Red and Ouachita rivers, as also in their navigable tributaries. Reports from the upper Mississippi are to the effect that the rivers are falling slowly.

Miscellaneous Items.—The Boardman Iron Line steamer John T. Moore seems destined to work wonders in the Red river and New Orleans trade. Not only has she been the innovator of iron hulls in the Red river trade, but she has proven herself one of the largest carrying and staunchest steamers, for that peculiar trade, afloat. On her last trip from this port she has made the fastest time on record to Shreveport, as the following dispatch from Captain W. T. Boardman will explain:

[Telegram.]

Shreveport, April 18, 1871.

Messrs. John T. Moore & Co., New Orleans:

Arrived at 12 M. to-day. Two days and seventeen hours out. Best time on record. Ahead of steamer Red Cloud. Leave here to-morrow, seventeenth instant, with over 1200 bales of cotton. Leave New Orleans on regular weekly trip Saturday, twenty-second instant, positively.

W. T. BOARDMAN,
Captain steamer John T. Moore.

Later.—Since writing the above, the following dispatch has been handed us:

Shreveport, April 19.

Messrs. John T. Moore & Co.:

Leave here at one o'clock to-day, with 2000 bales of cotton. Leave Saturday positively. W. T. BOARDMAN,
Captain steamer John T. Moore.

The above dispatches show the character and amount of patronage that our independent Red river packets receive. Shippers nor passengers never admired a monopoly.

The mammoth James Howard is the next packet in the Merchants Southern line for St. Louis.

The Richmond is advertised to leave this port on the twenty-sixth of this month for St. Louis.

The incomparably elegant steamer Katie, Captain J. M. White, master, will depart to-day at 5 P. M., positively, for Vicksburg, Greenville and the bends. Passengers desiring a speedy and most comfortable trip up river will find all the accommodations that they could desire on this new and beautiful steamer. Mr. T. J. Howard, chief clerk, will with pleasure give all passengers necessary information in regard to passage, rates, etc.

The Mary Houston probably came in late last evening. She will depart punctually as advertised, Captain L. B. Dunham in command and Mr. H. H. Walker in the office.

The Charles Bodmann will have to be launched from her present dangerous position, where she is aground on the Louisville falls.

The St. Louis *Dispatch*, of the fifteenth, has the following: Captain Rush Pegram, the commander of the magnificent steamer James Howard, was agreeably surprised this morning by receiving a visit from the Board of Underwriters, including the very efficient secretary, on board his boat. The visit was arranged without the knowledge of Captain Pegram, and by a resolution passed at the board for the purpose of fully inspecting the qualities of this famous steamer; and after a thorough examination they reported her as standing higher on the books of the underwriters than any steamboat coming to the wharf. If that is not satisfactory to the traveling community, and also to Captain Pegram, we would like to know what would be. The hospitable caterer of the Howard, Mr. Williams, prepared an impromptu cold collation for those present, and as it was quite unexpected, it was so much the more appreciated, and the success at the James Howard was given in many a bumper. We understand that quite a large party of our citizens leave on a trip to New Orleans on the Howard this evening. [illegible]

[illegible] Cotton Allied Interests, and [illegible] Changes will occur in the best regulated families.

A telegram from Little Rock announces a most terrific hail storm at that port lately. The steamer Little Rock was blown by the wind nearly three miles from her landing place.

The Cincinnati *Gazette* of the sixteenth says that the new steamer Capital City made a trial at Louisville Saturday morning, her machinery working well. After returning to the wharf, the local inspectors tested the boilers, and the flues not being able to stand the pressure of steam and water, one of them collapsed. The flues are of English manufacture, and were imported direct from England by Captain Gould. They are made of one piece melted, instead of sheets rivited, and are nine inches in diameter. The Capital City has been lying at the wharf several weeks waiting for the flues, and by this accident she will be detained one or two weeks longer.

The regular Bayou Bartholomew packet Ruth, Captain Pres Lindsey, master, Mr. Weeks, clerk, will depart positively to-day at 5 P. M. for all landings on the bayou and way points. This neat and staunch steamer has become very popular since her advent in this section of the country.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Thursday, April 20, 1871.

CLEARED YESTERDAY.

Steamship W G Hewes, Bourne, for Indianola via Galveston
Steamship Thomas Kelso, Du Bois, for Rockport via Galveston
British ship Viola, Slater, for Liverpool
British ship Juno, Curry, for Liverpool
Bark Emerald, Peterson, for Amsterdam
Bark Josephine Martin, Pickett, for Valencia.
British bark Maggie Hammond, Cards, for Liverpool
Spanish bark Gerion, Oliver, for Barcelona
Spanish brig Vilasar, Vila, for Barcelona
Schooner William Ebbett, Florit, for Apalachicola
Steamer M J Wicks, Barnes, for St Louis

ARRIVED YESTERDAY.

Steamship Havana, Pennington, from Havana via Florida ports, to the New Orleans, Florida and Havana Steamship Co—1st district 12
Steamship Josephine, Tripp, from Brashear City, to C A Whitney &co—Algiers
Bark Sea Eagle, Durfree, 39 days from Messina, to F Cazeres—2d district
Spanish bark Magdalen, Lapera, 6 days from Havana, in ballast, to Puig Bros—3d district
Schooner J G Whipple, Goodspeed, 6 days from Utilla, to K Morgan &co—2d district P T
Three luggers, from Lafourche, to masters—2d district 14

TOWBOATS.

Harry Wright, Wright, from the Passes—Went down light—Brought up barks Sea Eagle and Magdalen, and schooner J G Whipple

ARRIVALS AT THE NEW BASIN.

Schooner Louisa, from Wolf river.
Schooner Vienna, from Biloxi.
Schooner Lizzie Kellum, from Pearl river.
Schooner E Blessey; from Pascagoula.
Schooner Almira, from Handsboro.
Schooner Mabel, from Pensacola.
Schooner Try Again, from Pearl river.
Schooner Francois, from Pascagoula.
Schooner Frederick, from Biloxi.
Schooner Nonesuch, from Pascagoula.
Schooner Titit, from Bay St Louis.
Schooner Mary Emily, from Tchefuncta.

STEAMBOATS.

Mary Houston, Dunham, from Louisville.
Henry Tete, Duferes, from Lafourche.
Governor Allen, Sinnott, from Ouachita river.
Frank Pargoud, Tobin, from Vicksburg.
Importer, Williams, from Arkansas river.
Beaufort, Jeanfreau, from Lower Coast.
Katie, White, from Argyle.
Glencoe, Calhoun, from Louisville.
Frances, Blakslee, from Mobile.

BELOW COMING UP.

Ship Belle Morse, Gregory, from London Feb 28, to Lovell & Bailey—
Ship Anna Camp, Lincoln, from Cardiff, Wales, Feb 23, to master—
Bark Olympia, Paux, 5 days from Havana, in ballast, to Herman, Hertz &co—
Bark Suez, Martinson, from Cardiff, Wales, Feb 22, to master—

EXPORTS.

GALVESTON—Steamship Thomas Kelso—600 bbls cement 700 bbls flour 50 bags coffee 25 bbls rice 200 sks corn 300 sks oats 100 bales hay 1000 cross ties 75 bbls whisky 30 cks wine 25 cks bacon 100 bbls meal 300 bbls potatoes 50 hhds sugar 200 bxs tobacco 250 cases mdse

For Rockport—40 bbls potatoes 60 bbls sugar 20 bags coffee 20 bxs mdse

VALENCIA—Bark Josephine Martin—7625 staves 433 hhds tobacco

APALACHICOLA—Schooner William Ebbett—800 sks corn 65 bbls flour 10 bbls meal 10 bbls potatoes 10 bbls pork 4 bbls brandy 229 pkgs mdse and sundries

ST LOUIS—Steamer M J Wicks—978 bags coffee 145 qr-cks wine 1 hhd earthenware

INDIANOLA VIA GALVESTON—Steamship W G Hewes—for Indianola—400 bbls flour 600 sks corn 200 sks oats 100 bags coffee 100 bbls sugar 200 kegs lard 300 pkgs sundries

For Galveston—700 bbls flour 20 hhds sugar 200 bales hay 40 cks bacon 300 bbls potatoes 300 sks oats 100 bbls whisky 200 kegs nails 700 bxs bitters 190 pkgs mdse

LIVERPOOL—Ship Juno—3099 bales cotton 2000 staves

LIVERPOOL—Bark Maggie Hammond—1705 bales cotton 1200 staves

AMSTERDAM—Bark Emerald—1420 bales cotton

BARCELONA—Bark Gerion—947 bales cotton 45 pcs lumber

BARCELONA—Brig Vilasar—431 bales cotton 800 staves

IMPORTS.

ANTWERP—Ship Record—4276 cases window glass and sundries

HAVANA—Steamship Juniata—527 bxs sugar 10 bags coffee and sundries

VERA CRUZ—Steamship Tobasco—58 bales jalap $52,945 in specie and sundries

MOBILE—Steamer Frances—54 bales cotton 16 bbls rosin 9 bbls turpentine and sundries

RECEIPTS OF PRODUCE.

LOUISVILLE—Steamer Mary Houston—3 bales of cotton 144 hhds tobacco and sundry produce

LAFOURCHE—Steamer Henry Tete—22 hhds sugar 35 tcs sugar 47 bbls molasses and sundries

OUACHITA RIVER—Steamer Governor Allen—650 bales cotton 86 sks cotton seed and sundries

VICKSBURG—Steamer Frank Pargoud—557 bales cotton and sundries

ARKANSAS RIVER—Steamer Importer—1502 bales cotton and sundries

LOWER COAST—Steamer Beaufort—105 bbls rice 25 bbls molasses and sundries

ARGYLE—Steamer Katie—743 bales cotton 367 sks oilcake 94 sks cotton seed 117 sks seed cotton and sundries

LOUISVILLE—Steamer Glencoe—172 bales cotton 168 hhds tobacco 6557 sks corn 874 bbls flour and sundry produce

LAFOURCHE—Three luggers—300 bbls potatoes 25 sks onions and sundries

RECEIPTS AT THE NEW BASIN.

WOLF RIVER—Schooner Louisa—20,000 feet of lumber

BILOXI—Schooner Vienna—25 cords wood

PEARL RIVER—Schooner Lizzie Kellum—45,000 feet lumber

PASCAGOULA—Schooner E Blessey—45,000 feet lumber

HANDSBORO—Schooner Almira—40,000 feet lumber

PENSACOLA—Schooner Mabel—60,000 feet lumber

PEARL RIVER—Schooner Try Again—38,000 feet lumber

PASCAGOULA—Schooner Francois—50,000 feet of lumber

BILOXI—Schooner Frederick II—40,000 feet of lumber

PASCAGOULA—Schooner Nonesuch—1500 bbls of charcoal

BAY ST LOUIS—Schooner Titit—30 cords wood

TCHEFUNCTA—Schooner Mary Emily—450 bbls sand

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, April 19—465 bales cotton and sundry produce

MORGAN'S LOUISIANA AND TEXAS RAILROAD, April 19—113 hhds sugar 36 bbls molasses 35 bales cotton 33 sks seed cotton and sundries

SHERIFF'S SALES.

State of Louisiana vs. Mrs. W. Jourdan— Third District Court for the parish of Orleans, No. 13,360.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the honorable the Third District Court for the parish of Orleans, in the above entitled cause, I will proceed to sell at public auction, at the Merchants and Auctioneers' Exchange, Royal street, between Canal and Customhouse streets, in the Second District of this city, on MONDAY, May 15, 1871, at twelve o'clock M., the following described property, to wit—

A CERTAIN LOT OF GROUND, with all the buildings and improvements thereon, situated in the First District of this city, in square number two hundred and seventy-five, bounded by Mobile Landing, Dryades and Julia streets and Triton walk, and measuring twenty feet front on Mobile Landing, by one hundred and forty-two feet in depth.

Seized in the above suit.
Terms—Cash on the spot.

C. S. SAUVINET,
apl3 22 may14 Sheriff of the Parish of Orleans.

State of Louisiana vs. A. B. Beals and S. B. Miller, composing the firm of Beals & Miller—Third District Court for the parish of Orleans, No. 13,008.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the Honorable the Third District Court for the Parish of Orleans, in the above entitled cause, I will proceed to sell at public auction, at the Merchants and Auctioneers' Exchange, Royal street, between Canal and Customhouse streets, in the Second District of this city, on MONDAY, April 24, 1871, at twelve o'clock M., the following described property, to wit—

A CERTAIN LOT OF GROUND, together with all the buildings and improvements thereon, situated in the First District of this city, in square number [illegible] bounded by [illegible] Landing, Dryades and Julia streets and Triton walk, and measuring twenty feet front on Mobile Landing, by one hundred and forty-two feet in depth.

Seized in the above suit.
Terms—Cash on the spot.

C. S. SAUVINET,
Sheriff of the Parish of Orleans.

RAILROADS.

NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD!

MOBILE DIVISION.

Two express trains daily. On and after MONDAY, January 23, 1871, passenger trains will run as follows: Leave New Orleans, from the foot of Canal street, for Mobile and intermediate stations, at 8 A. M. and 3 P. M. Arrive at Mobile at 2:30 and 9:45 P. M. Leave Mobile, from foot of Government street, for New Orleans and intermediate stations, at 8:15 A. M. and 3:20 P. M. Arrive at New Orleans at 2:20 and 9:50 P. M. Connections made at Mobile by 8 A. M. trains with Mobile and Ohio road for St. Louis, Chicago, Louisville, and ALL POINTS NORTH, EAST AND WEST, and by the 3 P. M. train with night express train of the Mobile and Montgomery road for Montgomery, Atlanta, Augusta, Savannah, Jacksonville, Florida, and all points North, East and West. Freight trains each way daily, and freight received at the foot of Julia street before 5 P. M. delivered at Mobile early next morning. Freight as low as by any other route.

For through tickets or further information as to rates of freight, apply at the company's office, corner of Camp and Common streets.

J. K. KENDRICK, General Superintendent.
New Orleans, January 20, 1871. ja22

TRAVELERS, ATTENTION!

THE NEW ORLEANS, JACKSON AND GREAT NORTHERN, AND MISSISSIPPI CENTRAL RAILROADS,

Run their Passenger Coaches and Baggage Cars, their combined length without change. And but one change to New York and all intermediate points.

BAGGAGE CHECKED FROM RESIDENCE TO DESTINATION.

The 7:20 A. M. Express Train runs Daily, (SUNDAYS EXCEPTED.)

Makes close connections for Vicksburg, Memphis, St. Louis, Chicago, Louisville, and all points beyond. Sleeping cars at night, Canton to Grand Junction and Humboldt.

The Mail Train leaves New Orleans Daily, at 5:30 P. M.

Makes schedule connections with Lightning Express trains, to all points NORTH, EAST and WEST. Carries the great Northern Mail.

Time to New York, 70 Hours.

New and elegantly fitted up Sleeping Cars run to Humboldt, Tennessee, Cleveland, Tennessee, and Louisville, Kentucky.

Express Train South arrives at 1:30 A. M.
Mail Train South arrives at 10:20 A. M.

Ticket office, Galveston, New Orleans, Jackson and Great Northern Railroad and Mississippi Central Railroad Office, Morgan's Line Wharf.

Ticket Offices, New Orleans, under City Hotel Corner Camp and Common streets, and at Depot.

E. Q. SEWALL, General Superintendent;
S. E. CURRY, General Ticket Agent, New Orleans, Jackson and Great Northern Railroad.
R. D. FROST, General Superintendent;
D. B. MORRY, General Ticket Agent, Mississippi Central Railroad.
S. W. SCOTT, General Passenger Agent.
jy23 3m

TO THE EAST.....TO THE EAST Via Louisville and Ohio and Mississippi Railway.

The completion of the Louisville Division of this road, and the splendid equipment for passenger travel, makes this the

BEST ROUTE TO CINCINNATI, AND ALL POINTS EAST AND NORTHEAST.

THREE THROUGH TRAINS DAILY, With direct connections from the south for Cincinnati WITHOUT CHANGE OF CARS.

Be sure and ask for tickets via Louisville and the Ohio and Mississippi Railway, for sale at all principal ticket offices in the South, and in Louisville at the General Office of the Company, corner Fourth and Main streets, also at Galt House and Louisville line and Willard Hotels.

N. B.—Tickets to Cincinnati and points East, via this line, are good on mail line steamers, and Mail line tickets are good on this route.

CHARLES E. POLLETT,
General Passenger and Ticket Agent, St. Louis.
J. L. GRISWOLD,
General Superintendent, St. Louis.
THOMAS DOEWIN,
General Southern Agent, Louisville.
jy5 1y

SPECIAL NOTICE.

St. Louis, Iron Mountain and Southern Railroad.

THE ONLY ALL RAIL ROUTE

To St. Louis, Chicago, Omaha, San Francisco, St Paul, Kansas City, Leavenworth, St. Joseph, And all Points North, East and West.

TWO EXPRESS TRAINS leave the New Orleans, Jackson and Great Northern Railroad Depot daily, at 7 A. M. and 5 P. M.

AN EXPRESS TRAIN leaves the foot of Canal street daily at 8 A. M., via the New Orleans, Mobile and Chattanooga Railroad, making close connections at Mobile with the Mobile and Ohio Railroad to all points North, East and West.

For tickets apply to

A. D. SHELDON,
Ticket Agent New Orleans, Jackson and Great Northern Railroad, corner Camp and Common streets, under City Hotel; or to
W. BEDELL,
Ticket Agent New Orleans, Mobile and Chattanooga Railroad, No. 150 Common street, under St. Charles Hotel.
J. H. WINGFIELD,
General Superintending Agent St. Louis, Iron Mountain and Southern Railroad. no24

LOTTERIES.

DRAWING OF THE LOUISIANA STATE LOTTERY FOR APRIL 19, 1871.

CLASS 93.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
—	—	—	—	—	—	—	—	—	—	—	—	—	—
20	36	50	47	56	1	71	6	56	14	31	60	55	37

The above drawings are published in all the principal papers, and are drawn in public daily at the rooms of the company.

Information furnished and prizes cashed by HOWARD, SIMMONS & CO., Contractors. St. Charles street, corner Union, New Orleans.

Witness our hands at New Orleans, Louisiana, this nineteenth day of April, 1871.

H. PRALATA,
ADAM GIFFEN,
Commissioners.

BEWARE OF BOGUS LOTTERIES. ap26