RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Friday, May 25, 1877.

Daily report of the stage of water, with changes in the twenty-four hours ending yesterday 3 p. m.:

	Above low water. Feet.	Inch.	Change. Rise. Inch.	Fall. Inch.
Augusta	6	5	0	0
Cairo	30	3	0	14
Cincinnati	11	3	0	5
Davenport	4	6	0	4
Dubuque	6	2	0	1
Keokuk	7	9	0	2
Leavenworth	14	4	0	4
Louisville	6	9	0	2
Memphis	36	11	0	3
Nashville	4	11	0	4
*New Orleans	3	11	2	0
Pittsburg	4	5	6	0
Shreveport	23	6	0	7
St. Louis	24	1	0	0
St. Paul	7	6	4	0
Vicksburg	41	0	0	1

*Below high water mark of 1874.

NELSON GOROM, Serg't. Sig. Ser. U. S. A.

ARRIVALS—Isabel, Eureka, Mary Ida, St. John, Gov. Allen, City of Augusta, Blue Wing No. 3, Bart Able, Charles Morgan.

DEPARTURES—Isabel, Eureka, Mary Ida, Frank Pargoud.

TO ARRIVE—Assumption, Eureka, Ella Hughes, Lafourche; Robert Mitchell, Golden Rule, Cincinnati; Robert Young, Mary Ida, upper coast; Carrie A. Thorn, Red river; E. O. Stanard, St. Louis; Natchez, Vicksburg.

Weather warm and clear. It is just the kind of weather sugar and rice planters need.

Business not very active.

STEAMBOATS VS. RAILROADS.

While railroads are starving to death all over the country and are being sold for debt, steamboating is in its prime, and promises to be better. New boats are being built, and, if "war prices" for wharfage are reduced everywhere along the river, steamboats will help materially in building up trade and commerce of river cities and towns, while railroads are begging them for aid to keep themselves out of bankrupt and trusted graves. Give steamboats a chance, and they'll make business where railroads will lose it. Give them a "fair count," and they'll live and prosper where railroads will die a natural death. Rivers were made for usefulness, to benefit mankind, and so long as rivers run there will be steamboats to ply them. Men build railroads; corporations run 'em, cities pay for them, and a few bloated bondholders get possession of them, and "there's an end on't." Stand by your steamboats, for time will prove that they are the "bone and sinew" of commerce and trade in the South and West.—[Courier-Journal.

The people of this city, just at this time, are devoting their attention to railroads; all other interests are crowded aside. The wisdom of reducing or doing away with the ruinous and outrageous charges with which the city burdens the steamboat and shipping interests has been brought to her notice time and time again, but a greedy, or short-sighted and very foolish policy stands in the way. Steamboatmen won't stand it much longer. The day is very near when they will kick up such a rumpus about it that something will be done for their relief. Until that day our time, services and column are engaged in their behalf.

The Ora burned up the Ouachita Wednesday. See telegram in another part of this paper.

The A. C. Donnally leaves Cincinnati to-day.

On account of water the Bart Able has given up her trips through Cane river.

The W. J. Potevent was taken over the river yesterday. She comes to the wharf next Wednesday to receive for the last trip of the season to the Tensas and Macon, leaving Saturday, June 2.

The Thompson Dean leaves here for Cincinnati, Saturday, June 2d. Rooms on this magnificent steamer can be secured in advance upon application to Wayne & Williams, agents, 106 Gravier street.

Capt. Gus Hodge laid the Bastrop over from yesterday to 5 p. m. to-morrow. She surely leaves then for Black and Ouachita rivers through to Camden. Mr. J. P. Mohr has charge of the office.

The City of Augusta, John Elliott master, Joe Elliott clerk, arrived with a large freight, and is receiving to leave for Fort Smith and all landings on the Arkansas to-morrow at 5 p. m. The Augusta is the only boat running through, and we hope the fact will be remembered in the way of shipments.

The Billy Collins leaves the head of Harvey's Canal to-morrow evening for Grand Isle. Special inducements are offered on this trip. See advertisement in special notice column.

The Future City, with two barges, from St. Louis, was due to arrive last night. She has 60,000 bushels corn in bulk and 9442 packages miscellaneous freight.

The Charles Morgan arrived yesterday with a good freight, besides doing a large way business. She leaves to-morrow at 5 p. m., positively, for Memphis, Cairo, Louisville and Cincinnati. Albert Stein commands, Harry Stein, a No. 1 clerk, and one of the best fellows on the river, holds forth in the office.

Capt. Joe Carlton, of the Cotton Valley, will arrive to-day, having telegraphed to that effect.

Curt Holmes stopped off the Pargoud yesterday, and will remain in the city a week, after which he leaves for the North.

The John Howard has taken up quarters alongside the Ocean Docks.

The fine side-wheel coast and Bayou Lafourche packet Henry Tete, J. F. Aucoin master, M. H. Landry clerk, leaves this 10 a. m. for Thibodaux.

The semi-weekly coast and Baton Rouge packet St. John, Frank Bergeron master, J. C. Bergeron clerk, leaves to-day at 12 m., punctually.

The coast and Bayou Sara United States mail packet Gov. Allen, J. J. Brown master, S. S. Streck clerk, leaves to-day at 5 p. m.

The Blue Wing No. 3, J. A. Comstock master, Messrs. Woods, Heno and Dean clerks, leaves to-morrow at 10 a. m., promptly, for the coast, Donaldsonville and the Ashland plantation, Ascension parish.

The semi-weekly Bayou Lafourche packet Assumption, P. A. Charlet master, N. Z. Dupuis and Joe Lagroue clerks, leaves to-morrow at 5 p. m. for Laurel Valley.

The fleet Bart Able leaves to-morrow at 5 p. m. for Alexandria and Grand Ecore. Richard Sinnott master, George Hamilton clerk.

The Natchez, for Vicksburg and a1 mail landings, leaves to-morrow at 5 p. m., Capt. Thos. P. Leathers in command.

The New Orleans and Red River Transportation Company steamer Charles H. Durfee, leaves to-morrow, without fail, for Shreveport and Jefferson. Wallace McChesney in command, John McChesney clerk.

Capt. Joe Dalferes' regular semi-weekly Bayou Lafourche packet Ella Hughes leaves to-morrow at 5 p. m. for Lockport; Mr. R. E. Alba has charge of the office.

The Cotton Valley, J. W. Carlton master, Messrs. Gilruth and Reeder clerks, leaves to-morrow, without fail, for the Black and Ouachita through to Camden.

The steamer Assumption, from Thibodaux, arrived last evening.

The steamer Osage, from the wreck of steamer Emma, arrived yesterday, having on board a portion of her machinery.

[By Telegraph.]

BATON ROUGE, May 24.—To R. W. Adams, Agent: Steamer Bart Able will arrive at 6 p. m., and leave Saturday, as usual. Cannot go through Cane river. R. SINNOTT, Master.

BAYOU SARA, May 24.—To J. B. Woods & Co., 104 Common street: Steamer E. O. Stanard will arrive Friday morning.

C. H. SEAMAN, Clerk.

GIRARD, La., May 24.—To F. A. Blanks, corner Canal and Delta streets: The Tom Parker will arrive Monday and leave Wednesday, positively, for Bœuf River.

L. P. DELAHOUSSAYE, Master.

EXCHANGE CLIPPINGS.

CINCINNATI, May 22.—The following list of old boats is compiled by Capt. Handlan for the Enquirer from a log kept by Capt. Joseph Pierce & Sons, Underwriters' Inspectors for this city, and dates back to 1811. The list will be published in alphabetical order, and gives the place and date of building, tonnage and where lost, and whether high or low pressure:

LETTER G.

George Madison, Pittsburg, 1817, tonnage 150, worn out; Gen. Jackson, Pittsburg, 1817, tonnage 150, snagged on Cumberland River and sunk; Gen. Pike, Cincinnati, 1818, tonnage 180, worn out; Gov. Shelby, Louisville, 1819, tonnage 106, worn out; Gen. Hanson, Louisville, 1819, tonnage, 106, low pressure, destroyed; Gen. Robinson, Newport, 1819, tonnage 238, snagged and sunk near New Madrid; Gen. Green, Cincinnati, 1820, tonnage 306, low pressure, snagged on Cumberland river and sunk, 1823; Grecian, Louisville, 1820, tonnage 160, burnt at New Orleans, 1826; Gen. Pike, Big Bone, 1824, tonnage 150, worn out; George Washington, 1825, tonnage 360, caught on the wharf at Mollvain's warehouse at Shippingsport, keeled over and sunk; Gen. Brown, Pittsburg, 1825, tonnage 180, burnt at Mobile; Gen. Waine, Pittsburg, 1825, tonnage 350, worn out at Louisville, 1834; Gen. Carroll, Cincinnati, 1826, tonnage 272, sunk by collision with the Anna, below Stevensport, Ky., 1829; Gen. Scott, Beaver, 1825, tonnage 220; Gen. Hamilton, Cincinnati, 1826, tonnage 158, worn out at Cincinnati, 1829; Gen. Marvin, Cincinnati, 1826, tonnage 88; Gen. Coffee, Pittsburg, 1826, tonnage 200; Galena packet New Albany, 1826, tonnage 150, worn out on the Upper Mississippi; Grampus, Cincinnati, 1827, tonnage 200; Galena, Cincinnati, 1829, tonnage 100; Globe, St. Louis, 1829, tonnage 150, sunk on Upper Mississippi; Gen. Neville, Pittsburg, 1822, tonnage 150, worn out; Gondola, Pittsburg, 1820, tonnage 120, below the foot of Flint Island, Gleaner, Pittsburg, 1830, tonnage 100, sunk by swells of snag-boat Fort Adams, 90 miles above New Orleans, 1832; Guyandot, Cincinnati, 1831, tonnage 91; Gondolier, Nashville, 1831, tonnage 110; Gazelle, Pittsburg, 1832, tonnage 131; Gallipolis, at Gallipolis, 1832, sunk at White Oak Shoals, Arkansas river; Grenadier, Bridgeport, Penn., 1832, tonnage 150, sunk at Grand Chain, Ohio river; Gallenian, Pittsburg, 1834, tonnage 130; Gladiator, Cincinnati, 1834, tonnage 120.

Capt. Eads has a plan for improving the channel of the Mississippi river, from Cairo down to the Gulf, by which twenty-five feet of water will be secured the year round, and lands liable to be submerged will be placed far above the overflow, thus doing away with the proposed levee system, which is estimated to cost $4,000,000. Eads' plan is to bring the river to an approximate width between Cairo and the Red river. It varies between these points from three thousand to seven thousand feet in width. Where it is wide the current is more sluggish and sediment is deposited in the shape of sand-bars. The reduction of these wide places will increase the velocity of the current, and make it uniform with the current in the narrower localities. Capt. Eads thinks any attempt to straighten the river will be disastrous as well as exceedingly expensive. His plan seems to be simply the application of his now successful jetty system to about eight hundred miles of the Mississippi river. He is confident that, by this method, the Mississippi river proper would be entirely lifted above overflow.

MARINE NEWS.

OFFICE NEW ORLEANS DEMOCRAT, May 25, 1877.

Cleared Yesterday.

Steamship Margaret, Baker, for Key West via Cedar Keys— I K Roberts

Schr Moneta, Brentnall, for Mobile— E R Poole

Schr Thistle, Whiting, for Brazos Santiago— Master

Arrived.

No arrivals from sea yesterday.

STEAMBOATS.

Chas Morgan, Stein, from Cincinnati
Future City, Gell, from St Louis, with 2 barges
Blue Wing No 3, Comstock, from Ashland
Assumption, Charlet, from Thibodaux
Robt Young, Ransom, from Donaldsonville
Mary Ida, Ruiz, from Upper Coast
Isabel, O'Pry, from Lower Coast
Eureka, Terrebonne, from Laurel Valley
Gov Allen, Brown, from Bayou Sara
City of Augusta, Elliott, from Little Rock

FLATBOATS.

Lucas' three boats, from Arkansas
Calhoun's boat, from Arkansas

Exports.

CEDAR KEYS—Per steamship Margaret——2208 sacks corn 15 sacks oats 15 sacks coffee 30 cases bacon 355 bbls flour 10 bbls pork 10 bbls sugar 7 bbls whisky 10 pkgs mdse

KEY WEST—Per steamship Margaret—510 sacks oats 400 sacks bran 140 sacks corn 15 sacks coffee 111 tierces hams 190 bbls flour 7 bbls sugar 9 bbls whisky 150 tcs lard 30 tcs grease 40 pkgs mdse

MOBILE—Per schr Moneta——9 bbls molasses 35 pkgs mdse

BRAZOS SANTIAGO—Per schr Thistle—60 bbls flour 10 tierces hams 135 bxs oil 70 pkgs powder 253 pkgs mdse

Imports.

RUATAN—Per schr May Evelyn——1400 bunches bananas 8600 plantains 2000 cocoanuts 360 pine apples J P Macheca

Receipts of Produce.

CINCINNATI—Per steamer Chas Morgan—8 bbls pecans Saml Alexander—30 tierces hams Barstow & Deeves—48 pkgs mdse Bodley Bros—12 burial cases T W Bothick—45 plows A Baldwin & co—1 colt J A Bourg—15 doz brooms L Bloom & co—20 do J Barba—15 bxs eggs 15 sacks corn C T Buddecke & Son——5 bbls whisky Cazentre—3 do J M Cienfal—lot mantelstuff J H Campman—25 pkgs butter 90 bxs cheese 1 bx eggs E F DelBondio—31 do 38 pkgs butter 6 casks bacon 46 boxes bacon M DelBondio——1000 bdls bagging Wm Dillon 25 bbls whisky J Dreyfus—4 do L Estrado—100 bbls flour 9 firkins butter 150 bales hay 3 hf cks meat E H Fairchild, Son & co—1 tce do B H Flashpoller——25 pkgs glassware Fredericksen & Harte—13 do E Fabrman——6 do Mrs X Gauche——3 pkgs earthenware Wm J Gauche——15 carboy vitriol C W Grandjean——3 bbls liquor 100 bxs bitters H R Gogreve—100 bbls flour Glover & Odendahl—46 bales hay Gordon & Gomila——19 boxes eggs D A Given & Son——50 bales hay 176 sacks oats 6½ bbls meal Howard & Preston——8 bxs drugs 25 carboys vitriol E J Hart & co——28 pkgs saddlery Horter & Fenner——6 pkgs tobacco Hirsch, Adler & co——10 bbls whisky F Hollender—2 machines Robert Hare—4 pkgs tobacco Hite & Carlin—10 stoves and fixtures H Haller——1 bdl sacks Hay & Mehle—15 doz brooms M Hackett—2 kegs butter 6 bbls eggs A Julian—501 pcs gas pipe C G Johnson—4 kegs butter T King & co—2 hhds tobacco Kirkpatrick & Keith——4 bbls whisky F Lemangy—38 pkgs butter E S Keep & Sons—145 do 29 bbls beans 68 bbls dried apples 200 bbls grits 10 tierces hams C H Lawrence & co—3 buggies J A Lum & co—9 buggies 3 carriages 34 head horses Leonard & Maxwell—1 carriage J Levy——1 bbl hardware Lefe & Fluk—7 pkgs drugs I L Lyons——10 bbls whisky 4 bbls wine C Lacoume—6 bbls eggs 13 bxs do 10 kegs lard 2 casks bacon 67 coops poultry Miller & Meyer—1 bbl hams 8 tierces hams 308 sacks corn W H Mathews & Bro—30 doz brooms D Moriarty—15 do J C Morris—15 do J H Monge—25 do John T Moore & co—5 bales cotton Meyer, Weis & co—160 sacks corn 20 sacks oats Richard Milliken——210 empty bbls A A Maginnis Sons—7 pkgs glassware M L Navra—3 bxs hardware E Offer——1 7 bdls iron N O & M R R—71 coops poultry 176 sacks oats 350 bbls pork 20 tierces hams 28 hhds bacon order—5 sks nuts S Otert & Bro—60 bbls meal 184 bales hay Chas Pleasants—9 dozen brooms M Popovich——60 sacks meal Prudhomme & Briggs—4 bbls pork E C Palmer & co—52 pkgs mdse R R T Co—90 bars iron W H Reynold—9 bbls whisky P Regan—30 bbls flour 6 bbls grits 6 hf do B Rivet 9 doz brooms W D Ripley—163 bbls meal 25 sacks corn 15 tierces hams 10 tcs lard 8 fks butter Schwabacher Frowenfeld & Pfeifer—1506 kegs nails 16 bdls hooks Stauffer, Macready & co——4 pkgs earthenware Stratton & Mayer—25 bbls whisky Schmidt & Ziegler——1 bxs hardware W C Shepard—98 kgs willow ware H N Soria—42 tierces hams 72 bxs meat 63 cks meat 147 bbls pork 50 bbls meal 24 tubs butter Schwabacher & Hirsch—31 bxs glassware S M Todd & co——1 buggy F N Thayer—1 bbl whisky A M Tourne——3 half do P Ticoux—50 bxs bitters R F Theurer——50 do 33 bbls whisky Vatter & Banks—25 do J Vignole—5 tierces hams Vose Bros——33 bales hay 325 sacks oats Jos West & co——3 kegs bolts B J West——10 carboys vitriol T S Waterman—40 pkgs beer G Yalets——14 fks butter 5 hf bbls cheese Zubenbier & Behan——41 sacks oilcake 6 bales cotton J W Burbridge & co——1 do H & C Newman—3 do Richardson & May——8 do Alcus, Scherck & Autey—15 bbls whisky 5 hf do 600 bxs starch 63 pkgs mdse and furniture C A Whitney & co—lot furniture and sundries to order——Total 23 bales cotton 2 hhds tobacco

ST LOUIS——Per steamer Future City with two barges——190 bbls flour E S Keep & Sons——50 do G Pascal & co—250 do 3 5 sacks bran 250 tcs lard 4 casks bacon 100 boxes bacon 50 bbls oil order—406 bbls flour 57 bbls meal 17 pkgs butter 3 bbls peas Schwabacher, Frowenfeld & Pfeiffer—100 bbls flour H T Lawler——650 do 14 bbls meal 28 bbls grits 300 sacks bran 17 bxs eggs 60 000 bushels corn in bulk Glover & Odendahl—117 bbls flour Prudhomme & Briggs—150 do 72 bales hay H DelBondio—175 do 47 sacks bran 100 bbls meal Chas Pleasants——130 bbls flour 10 hf do lot sundries C A Whitney & co——236 sacks oats 200 tcs lard 40 half do 200 kegs do Schwabacher & Hirsch—90 bbls flour 1526 sacks oats Rogers & Mitchell——171 do N O & M R R—10 kegs lard 5 casks bacon O T Co—6 do 31 bxs do 7 bbls do Vose Bros—45 bales hay W S Hindler—100 sacks malt J J Weckerling 100 do Armbruster & Brouny—1000 sacks fertilizers W H Beanham——75 pkgs beer F Hollander—25 do J M Witherspoon—50 do H R Gogreve——703 sacks oats Howard & Preston——76 do 4 bxs eggs C T Buddecke & Son——142 sacks oats Jos West & co——9 bbls pork R R Packet Co—6 do Payne, Kennedy & co—10 bbls oil C Pottorff—25 do W P Converse jr & co—5 do G R Finlay & co—15 do J G Clark——50 kegs soda E Vorster——3 pkgs mdse I L Lyons——25 pkgs mdse G Pitard——15 pkgs mdse E J Hart & co—48 do M Lion—2 do J Bahn—1 bbl whisky M & P Heft—2 bbls wine F Renadin——2 bdls hoops C Flotte—87 bxs glass M Blastorn——122 bars iron 2 bdls do J S Altsen—sundries to order——Total 60,000 bushels corn in bulk 2153 bbls flour 171 bbls meal 1954 sacks oats 722 sacks bran 450 tcs lard 40 hf do 210 kegs do 15 casks bacon 131 boxes bacon 292 bales hay

BAYOU SARA——Per steamer Gov Allen——17 bales cotton Clapp Bros & co—9 Meyer, Weis & co—5 Norwood & Richards——3 J L Harris & co——44 hhds sugar John I Adams & co—16 do Richard Milliken—10 do Puig, Corral & co——21 bales moss Odell & Wright—9 hides 30 bdls do J G Spor——28 do 1 hide Fitzpatrick & Hall—4 obls onions E P Delavallade——3 do 3 bbls potatoes V Fernandon——21 do 3 bbls onions E J Hart & co——5 bbls potatoes J Macheca——6 do A F Hickman—5 do S Davis—6 do Moritz Stich & Son—4 do J E Hartwell—10 do Flash Lewis & co——8 do Gross & William—9 do S Stafford—10 bbls onions H Grobel—sundries to order——Total 34 bales cotton 70 hhds sugar

LITTLE ROCK—Per steamer City of Augusta—21 bales cotton H & C Newman—11 do Phelps & co—7 M M Greenwood & co——3 Meyer, Weis & co—2 McGehee, Snowden & Violett—2 Claiborne & co——2580 sacks oilcake Anderson & Simpson——2000 sacks cotton seed meal M M Greenwood & co——sundries to order——Total 47 bales cotton 2000 sacks cotton seed meal 2500 sacks oilcake

LAUREL VALLEY——Per steamer Eureka—— 3 bbls molasses J T Gibbons——15 do R Beltram——12 hhds sugar P Lanaux—1 pkge skins L Terrebonne—sundries to order——Total 18 bbls molasses 12 hhds sugar

BATON ROUGE—Per steamer St John—10 hhds sugar 10 bbls molasses Richard Milliken——15 do 7 hhds sugar Bush & Levert——8 do E M Scott—sundries to order—Total 25 hhds sugar 25 bbls molasses

THIBODAUX—Per steamer Assumption—21 hhds sugar Allen, Nugent & co—3 do J Lemon—4 bbls do 1 bbl molasses Rykoski & Manade 52 sacks potatoes 3 bbls do J M Walsh—sundries to order—Total 24 hhds sugar 4 bbls do 1 bbl molasses

ASHLAND——Per steamer Blue Wing No 3—sundries to order

DONALDSONVILLE—Per steamer Robt Young—sundries to order

UPPER COAST—Per steamer Mary Ida—76 sacks rough rice Kip & Ruch—sundries to order

LOWER COAST—Per steamer Isabel—lot sacks potatoes lot sacks onions and sundries to order

ARKANSAS—Per Lucas' three boats—50,000 oak staves Bobet Bros

ARKANSAS——Per Calhoun's boat——35,000 oak staves Bobet Bros

RECEIPTS AT THE NEW BASIN.

Pearl River——Per steamer Major White——40,000 feet lumber order

Covington—Per schr F M Pippe—4 bales cotton 15 sacks rice 7 sacks peas Warren, Atkinson & co——10 bags wool 500 bbls sand order

Shell Bank—Per schr Maria—150 bbls shells order

Bayou Lacombe—Per schr Geo Colmar—25,000 feet lumber order

Springfield—Per schr Lillie Simms—15 cords wood master

Pearl River—Per schr La Belle—25,000 feet lumber J W Adams

By Railroads

NEW ORLEANS, JACKSON AND NORTHERN RAILROAD.

Mar 24—271 bales cotton order—15 J & G Cromwell—8 Payne, Kennedy & co——7 Stewart Bros & co——6 Vaiden, Hawkins & co—6 Lehman, Abraham & co—4 Bickham & Moore—4 Barrett & Gordon—4 G Gordin & co—2 Meyer, Weis & co——2 S O Thomas & co——2 Chaffe, Hamilton & Powell—2 Allen, West & co—1 J Burnet & co—1 Allen, Nugent & co——1 Richardson & May—Total 336 bales cotton

48 hhds tobacco Beadles, Wood & co——8 do Allen, West & co—9 do Gunther & Stevenson——6 Kirkpatrick & Keith—6 do Jno E King & co——2 do S Hernsheim & Bro—5 Mayer Bros—Total 80 hhds tobacco

17 cases cigars J Mage—125 boxes cheese 35 firkins butter C H Lawrence & co—20 pails tobacco Borneo & Bro—30 do S Hernsheim & Bro——2 pkgs mdse A A Bohne—4 do W C Shepard——3 firkins butter C Clinton—7 bbls wine F Roth—25 bbls high wines O H Karstendick—1 bx baskets C Weingart—5 boxes mdse J M Dowling—1 bx do Rice, Born & co—299 bxs soap T T White—16 cks meat E Vorster——40 bxs shoulders Jos West & co—100 bbls flour Glover & Odendahl—1 car cattle Aycock, Mitchell & co—1 wagon Singer Mf Co—30 bxs apples J Macheca & co——13 bags peanuts J Bell—lot hh goods M Schwabacher—31 boxes bacon S Iwalscher, Frowenfeld & Pfeifer——lot hh goods Mrs Farie,——6 cars wood J S Gatlin—3 cars lumber E D Cobb——8 empty bbls Wang & Cottam——1 do J Ziegler—8 sacks rags M J Kaufman—1 empty keg J H Carter——1 empty fount H F Hill——1 car wood J Gibbart—19 bxs tobacco C H Beck & co——150 pkgs beer H Redwitz—1 soda fount W Waterman—42 bdls paper E C Palmer & co—1 hf bbl whisky 4 bxs mdse E J Hart & co—3 sacks rice J Foerster—4 cases boots and shoes J M Gould—1 co Page & Moran—5 boxes drugs G R Finlay & co—1 bx cigars M Kessler—1 box shoes W N Toler——8 cks and 11 slabs zinc Stauffer, Macready & co 6 cases shoes H Stein & co——2 do M Wagner—8 do F P Martinez—9 do H & N Samory—10 do Vincent & co—1 bale cane O Raymond

NEW ORLEANS AND TEXAS RAILROAD.

May 21—11 hhds sugar 2 bbls molasses Lanaux & Sons

NEW ORLEANS AND MOBILE RAILROAD.

May 24—1 tank oil W P Converse jr & co—4 coops poultry Gross & Williams—2 do O Valetta——2 do 22 tubs butter Miller & Meyer—2 kegs wine E J Pleasing—2 bbls co G Yalets—1 do P H Harman——1 do 1 bbl whisky Mrs K Ziegler——15 bbls wine Miller & Dielman—1 crates boxes 2 sacks peas John I Adams & co. 200 sacks oilcake A A Maginnis Sons—100 bbls lime J C Stewart—2 bbls whisky J B Solari & Son—2 do Swarbrick & co—1 do R L McBride & co—2 do F J Hebert—17 hhds tobacco E H Wilson & Mills——33 pkgs tobacco J Desca——72 do J J Irby & Son——10 bales mdse Bateson & Wisdom—1 bx saddlery M W Smith——3 bbls butter Schwabacher, Frowenfeld & Pfeifer—90 bbls crackers Mrs M Haughery—2 cases mdse E Dupre—5 tcs shoulders J Nelson & co—2 pkgs leather J E Merritt—22 bbls turpentine Hosea & co—2 bbls alcohol 4 hf do E J Hart & co—4 bags wool Hay & Mehle—34 do Schmidt & Ziegler——2 hhds tobacco Kirkpatrick & Kieth—5 bbls whisky Byrnes & Bro—83 bbls rosin Wayne & Williams—1 coop poultry E H Fairchild, Son & co—sundries to order—Total 19 hhds tobacco

MORGAN'S LOUISIANA AND TEXAS RAILROAD.

May 24——4 bales cotton Clapp Bros & co—— 2 hhds sugar McGehee, Snowden & Violett—1 do W Householder—2 bbls molasses J A Bourg—1 do L Bibolet—33 hides 24 sacks potatoes L Lacassagne—223 do F P Sevin—2 bbls sugar 1 sack wool John Calder—100 sks rice 31 sks potatoes J M Walsh—125 do Lange & Legendre—10 do 9 hf bales moss Odell & Wright—3 do R Beer 13 bales moss Jos David—6 do 20 sacks potatoes V H Bernard—25 do M Lefort—27 do L Surie & co——63 do A N Lane——sundries to order—Total 4 bales cotton 3 hhds sugar 3 bbls molasses 518 sacks potatoes

Per steamship I C Harris, from Brazos Santiago—2092 dry hides 87 pigs copper 7 bales hair 30 bales wool 76 bales little 117 bales skins $1875 in specie C A Whitney & co—$2280 do Anderson & Simpson—$1553 A Marks, Levy & co—$500 do A Palacio—$1094 do J B Camors & co——$175 do Schmidt & Ziegler——$500 do Fellman Bros—$250 currency Gordon & Gomila—$300 do F Hollander—25 horses J H Brunett—12 turtles E Pilsbury—437 head cattle C Menle & co—Total $12,183 in specie

Per steamship Clinton, from Corpus Christi—1912 sacks wool 158 bales hides C A Whitney & co——sundries to order

LIST OF VESSELS

Up, Cleared and Sailed for New Orleans.

NEW YORK.

Steamship Hudson, Geiger.....sld May 19
Steamship Morgan City, Read.....sld May 19
Steamer Alabama, Kemble.....sld May 16

LIVERPOOL.

Steamship Borussia, Hoare.....sld May 1
Bark Pomlida, Celessia.....sld Apl 27
Bark Enrique, Payson.....sld Mar 28
Ship Ellen S Thayer, Minot.....sld Apl 19

HAVRE.

Ship Emma, Lepere.....sld Apl 13
Ship Armstrong, Bryan.....sld Apl 7

MARSEILLES.

Brig Campidoglio, Fevola.....sld Apl 8

BORDEAUX.

Bark Cora et Marie.....ldg Apl 10

BIRKMEN.

Bark Onkel, Tasche.....sld Mar 26

F. BUSCH,

GUN AND LOCKSMITH,

No. 23 Commercial Place, New Orleans.

BELL HANGING, IRON RAILRINGS, AND General House Work attended to at short notice and reasonable prices. Also, Vaults, Locks and Copying Presses repaired; Duplicate Keys of all descriptions made. Safe repairing a specialty my9 '77 1y

"DOMESTIC."

Having completed arrangements with the Domestic Sewing Machine Company for the Southern agency of their celebrated machines, I now offer them to the public at the Lowest Cash and Time Rates.

These machines are warranted to be the lightest running, most durable, and simplest in construction of any lock-stitch machine made.

A new stock of Domestic and "Grover and Baker" machines just received.

Grover and Baker Sewing Machine Depot.

H. H. TRUE,

No. 5 Chartres street, New Orleans.

ap15 3m

UNDERTAKERS.

CHAS. C. JONES, JOHN G. ROCHE,

Formerly with Frank Johnson.

JONES & ROCHE,

250 and 252 Magazine st., near Delord.

Undertakers and Embalmers.

All business entrusted to the firm will receive prompt and careful attention at moderate rates. Carriages to hire. ap28 1y

Meat Stalls Nos. 37 & 38 Magazine Market.

Supplies Ships, Families, Hotels, etc., with EGGS, VEGETABLES,

And everything the market affords.

MARTIN LANNES, Jr., Butcher.

Vegetable Stalls Nos. 121 & 124 Magazine Market fe9

STEAMSHIPS.

FOR HAVANA.

FOR HAVANA, CEDAR KEYS AND KEY WEST.

UNITED STATES MAIL LINE.

LEAVING EVERY WEEK

The first-class steamship

MARGARET,

Baker, Commander,

will leave, from foot of Calliope street, on

WEDNESDAY, May 23, at 8 P. M.

Passage rates to Havana, $40; Excursion tickets, $60.

Passage rates to Jacksonville, $20, including state rooms and meals.

Through bills of lading issued to all points in Florida.

For Freight or passage apply to

I. K. ROBERTS, 120 Common street, Over Louisiana National Bank.

The steamship ——— follows on May 29. my6 1y

RAILROADS.

THE ATLANTIC COAST LINE.

PASSENGER ROUTES TO ALL POINTS

NORTH AND EAST.

Reorganized for the Spring and Summer of 1877.

Working out of New Orleans via the N. O. and M. R. R., and presenting the following attractive lines to the attention of all North-bound Tourists and Travelers:

Route No. 1—All Rail.

Via Montgomery, Columbus, Macon, Augusta, Wilmington, Richmond.

64 Hours 45 Minutes, New Orleans to New York.

The same time always as by any other line.

Pullman Sleeping Cars to Opelika.
Solid Day Trains thence to Augusta.
Pullman Sleeping Cars thence to Wilmington.
Elegant Parlor Cars thence to Richmond.
Pullman Sleeping Cars thence to New York.

ALL CHANGES AT SEASONABLE HOURS AND INTO CLEAN AND PROPERLY VENTILATED CARS.

Route No. 2—Bay Line.

Over the same lines to Wilmington as by Route No. 1. Thence by Special Parlor Cars to Portsmouth, Va. Thence, at 7 p. m. daily (except Sunday), by the magnificent steamers of the BAY LINE to Baltimore. Thence by Limited Express, arriving in New York at 4 p. m.

A seventy-one hours' run—only six hours in excess of all rail time, with the advantage of an undisturbed night's rest and superior accommodations upon the Chesapeake Bay.

Route No. 3—The Old Dominion Line.

The same Lines to Wilmington and Portsmouth as routes 1 and 2. Thence, on Mondays, Wednesdays and Saturdays at 7 p. m. by the magnificent sidewheel steamships of the OLD DOMINION COMPANY, which invariably arrive at their New York wharves at 10 p. m.

A through run of 77 hours, combining the essential elements of Cheapness, Speed and Comfort.

Passengers should leave New Orleans Saturdays, Mondays and Thursdays to connect closely with this Line.

For Tickets, Checks, Time Cards, and all information, apply at the offices of the New Orleans and Mobile Railroad.

A. POPE, General Passenger Agent.
J. H. WHITE, Southern Passenger Agent.
H. W. FOWLER, New Orleans Agent, corner St. Charles and Common streets. my4 tf

GREAT JACKSON ROUTE.

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD LINES.

DOUBLE DAILY THROUGH TRAINS.

will depart and arrive as follows: from Calliope street depot from 1877:

DEPART.	ARRIVE.
Express No. 1, 5:30 p. m.	Express No. 2, 10:30 a.m
Express No. 3, 6:30 a. m.	Express No. 4, 6:25 a.m

Nos. 1 and 2 run daily, 3 and 4 daily except Sunday.

PULLMAN PALACE SLEEPING CARS through to Cincinnati, Louisville, Chicago, Cairo and Milan, Tenn., without change, and for St. Louis a sleeper is taken on at Milan, enabling passengers to go through without leaving the train.

Friday evening's train makes no connection at Duquoin for Chicago.

Accommodation trains between New Orleans and McComb City:

Leave New Orleans 3:30 p. m. Saturday; and 7:30 a. m. Sunday.

Arrive 9:20 p. m. Sunday, and 9:15 a. m. Monday.

Tickets for sale and information given at 22 Camp street, corner Common, under City Hotel.

A. D. SHELDON, Agent.
E. D. FROST, General Manager. mh4

THE NEW ORLEANS AND MOBILE RAILROAD—MOBILE LINE—

THE GREAT THROUGH ROUTE TO THE EAST, NORTH AND WEST.

Via Louisville, via Atlanta and via St. Louis.

CARRYING THE U. S. MAIL.

Trains arrive and depart from Depot, foot of Canal street, as follows:

DEPART.	ARRIVE.
Express.....6:45 a. m.	Express.....11:25 a. m.
Express.....5:00 p. m.	Express..... 9:55 p. m.

Pullman Palace Cars daily to Cincinnati, Louisville, Nashville and St. Louis, without change, and only one change to New York and Eastern cities.

Ticket Office, corner of Camp and Common streets, opposite City Hotel.

D. B. ROBINSON, Superintend't.
mh2 tf J. W. COLEMAN, Ticket Agent.

COMMISSION MERCHANTS

LEON QUEYROUZE. OSCAR BOIS.

QUEYROUZE & BOIS,

Wholesale Grocers,

DEALERS IN WINES AND LIQUORS

And all kinds of WESTERN PRODUCE,

At the Blue Stores,

Corner Old Levee and Bienville streets,

de14 '76 1y New Orleans.

REMOVED TO 112 AND 114 POYDRAS STREET.

BUILDING PAPER,

PLAIN AND ORNAMENTAL.

A Substitute for Plastering,

AT HALF THE COST.

The ornamental serves the purpose of Plastering and Wall Paper combined, making a handsome and durable finish. It makes a house warmer in winter and cooler in summer. Rats, mice, and other vermin will not touch it.

Paper Oil-Cloth and Carpeting.

This is finished in beautiful oil-cloth and carpet designs, and makes an excellent covering for floors, in lieu of oil-cloth, matting, &c., and is much cheaper than either, and equally as durable, and can be cleaned with water as required. Samples of this Paper will be sent by mail to any address, on receipt of postage stamp. Address, EDWARD THOMPSON,

General Agent of Manufactures,
90 Baronne St., New Orleans, La.

NEW ORLEANS LAGER BEER.

CASPAR LUSSE,

Nos. 476 and 478 Chartres Street,

Announces to the proprietors of BEER SALOONS, and to the public, that having completed his immense apparatus for manufacturing

LAGER BEER,

He is prepared to sell the same AT A LOWER PRICE than any other HOME-MADE ARTICLE, and of as good quality as any similar article produced in the United States. mh27 6m

STEAMBOATS.

OHIO RIVER.

REGULAR CINCINNATI, LOUISVILLE AND NEW ORLEANS PACKET.

Leaves on SATURDAY, May 26, at 5 p. m.

FOR CINCINNATI, LOUISVILLE, Evansville, Henderson