

RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Friday, August 24, 1877. Daily report of the stage of water, with changes in the twenty-four hours ending yesterday 3 p. m.:

Table with columns: Above low water, Change, Rise, Fall, Feet, Inch. Locations include Cairo, Cincinnati, Louisville, Memphis, New Orleans, etc.

NELSON GORUM, Serg't. Mgr. U. S. A.

Arrivals. Alvin, Gov. Allen, St. John, Robt. Young, Eva, Rice Farmer.

Departures. Alvin, Martha, Mary Ida, Frank Fargou, J. F. Tule.

To Arrive. Blue Wing No. 3, Mary Ida, upper coast; Alvin, Martha, lower coast; Texas, Red river; Yazoo Valley, Vicksburg; Tronton, Opelousas; Belle of Shreveport, etc.

Weather yesterday clear and warm. Business rather dull.

The steamer Eureka, connecting with the New Orleans and Texas Railroad, had 108 sacks rough rice.

The river editor of the St. Louis Times, in his issue of the 20th, says:

"We count twenty-four steamboats advertised in the New Orleans Flycatcher, which is more than we see in any other paper."

We beg leave to correct the gentleman, as the Times advertises more steamboats than any other New Orleans paper, and its advertising columns daily prove our assertion, as such has been the constant case for over ten years.—(N. O. Times, August 28.)

We dislike to raise an issue on such a small matter, but the facts in the case do not warrant the Times' distinction claimed.

The New Orleans Belle, in its palmy days, the last winter of its existence, and within the limit of the Times' "over ten years," did more steamboat advertising than either the Flycatcher or Times, as the following table, compiled from their respective files, will show.

TABLE.

DATE. October, November, December, January, 1877.

1877. 22 28 39 37. 20 26 30 34. 31 28 36 37. Total, 378; average, 94%.

1878. 26 33 38 36. 30 27 35 33. 31 30 37 36. Total, 409; average, 102%.

1879. 25 33 40 39. 30 31 35 40. 31 32 38 40. Total, 438; average, 107.

We did not claim the honor then; we do now. Don't forget the Atchafalaya packet Trenton to-morrow. She is sure to go.

See the Allen and Labadie advertisement in another column.

The Courier-Journal copies from the Democrat of the 17th, and credits the Times, adding "Don't worry! it will come up. Its persecutors (the South) are dying out, and the South will one day be more beautiful and more prosperous than ever."

To which we add in passing, and without meaning to be facetious, that the top once more, and we are helping ourselves now.

The Centennial was looking at St. Louis Tuesday. She will be followed by the Gloucester.

The Alex. Mitchell has been sunk in the Upper Mississippi. Efforts are being made to raise her.

Capt. Henry Hampton, a well-known Memphis pilot and captain, died in that city Tuesday.

We are sorry to hear that Mr. Gordon Wayne, son of Capt. C. G. Wayne, is quite sick at the home of his father.

The Big Sunflower, one of the lightest draft and best boats ever in the trade, leaves to-morrow without fail for the Atchafalaya.

The newly repaired, painted and handsomely furnished coast Donaldsonville and Lafourche packet Henry Tate leaves to-day at 10 a. m.

J. F. Ancon master, M. H. Landry clerk. After this trip the Tate changes her schedule, leaving hereafter Tuesday at 10 a. m., Thursday and Saturday at 12 m. The Tate makes all coast landings each way in daylight.

The Ella Hughes will positively leave to-morrow at 5 p. m. for the coast. Donaldsonville is and the Lafourche, Capt. D. H. Hines has made arrangements for reshipping at the mouth of the mouth; shippers can depend on their freight going through without delay.

The Eva brought up the engine, shaft and propeller of the Wallace, blown up some time ago. The recent purchase of the Red River Transportation Company, the Frank Willard, left Cincinnati Wednesday.

The faithful stand by in the coast trade, the St. John, leaves to-day as usual on her 633th trip.

The elegance, comfort and regularity is national, has emerged from her retirement, during which time nothing has been left undone by either artisan or artist to make her look like her old beautiful self, and leave to-morrow at 5 p. m. for Vicksburg, St. John, Tom Leathers, who divides the fame with his great boat, will be in command, Mr. Jas. Muse clerk.

The big man with the short mane, Daniel Dime Davison, is chief clerk of the Behan, and the Behan is not ready to leave will change it to Clarkville.

Capt. Chalot wants to charter the Bertha Brunner for his unexpected time. The Red River Transportation Company may take her.

Billy Jones is making the round trip on the Frank Fargou from Vicksburg.

The Belle of Shreveport follows the Tolle to St. Louis. The Belle is due.

A New Orleans man has been a lot of trading in steamboat stock, which includes the Onachita Belle, John H. Hanna and other boats, wherein John Cannon is principal mover.

The above is from the St. Louis Republican, and is a trifling mix.

ONE HUNDRED YEARS AGO.

From Chas. Gayarre's "History of Louisiana," a historical romance, one of the first voyages down the Mississippi and return by keel boats and barges:

"Galvez, Governor General of Louisiana, who was favorably disposed towards the leaders of the American revolution, granted the privilege to a party of leading savants large boats from Fort to New Orleans, where large supplies of munitions of war had been collected by Oliver Pollock for the use of the thirteen United States.

They were given a free pass for Galvez, to transport them up the river to Fort Pitt. Capt. Willing, of Philadelphia, had charge of this expedition. He increased his crew by enlisting men in New Orleans. In January he commenced his voyage up the river. He captured a small British vessel near the mouth of Bayou Manchac, and took possession of the fort. He also commanded many depredations upon the English inhabitants as he proceeded up the river. By this means the coast occupied by the militia of Virginia and Pennsylvania had received material aid in arms and ammunition from the Spanish Governor.

"The second expedition was made in 1787, ten years later. Gen. Wilkinson descended the Mississippi to New Orleans in the garb of a merchant and speculator, with a number of flatboats loaded with flour, tobacco and bacon. Orders had been issued to seize and confiscate the boats and cargo, when Wilkinson, having had an interview with Gov. Miro, was permitted to sell the cargo without paying duty. Gen. Wilkinson went by sea to Philadelphia, leaving the expedition in charge of Major Dan. The proceeds of the cargo was invested in merchandise. The whole cargo amounted to \$10,248, with which he loaded his boats. The greatest obstacle he encountered in ascending so far as the falls of the Ohio was the hostility of the Indians. Gen. Miro sent a courier through the Chickasaw Nation to notify Gen. Wilkinson of the coming of his boat, and in order that he might avoid an armed force to meet them. The crew of the boat consisted of twenty well-armed men. Gov. Miro wrote to Wilkinson, asking him not to stir the goods too high, as this would excite the passions of the inhabitants of Kentucky with the most alarming hopes."

The Jefferson Jimplette says that Capt. Tenney has succeeded in raising the steamer Fenelon, which was sunk several weeks ago in Baton Rouge, which is sunk near Jefferson. The Jimplette thinks dredging will be resumed in a few days.

The lower coast United States mail and pas-

STEAMSHIPS.

TEXAS. MORGAN LINE U. S. MAIL STEAMSHIPS. The following low-pressure Iron Steamships form these lines:

HARLAN, I. C. HARRIS, W. G. HEWES, MORRIS, JOSEPHINE, ST. MARY, GRISBOLD, WHITE, HULL, HUNTER, CLINTON, CITY OF NORFOLK, ALANSAS, now building.

Plying from Morgan City, in connection with Morgan's Louisiana and Texas Railroad.

For Indiana, via Galveston—MONDAY and THURSDAY.

Through bills lading signed to Houston and to all points beyond on the Houston and Texas Central and G. H. and S. A. R. R. International and Great Northern Railroad, via Clinton, and the Texas Transportation Company.

Freight charged as per new card rates. San Antonio freights received and forwarded via Galveston, Houston and San Antonio Railway and Clinton.

For Brazos Santiago—The Iron steamer I. C. HARRIS Will leave Morgan City on SUNDAY, August 26, 1877.

Lighterage to Brazos Santiago at risk and expense of consignees.

Freight received for and bills lading signed only to Brownsville, via Rio Grande Railroad, for new tariff, less 3 per cent, until further notice.

Freight payable in gold.

For Corpus Christi, Fulton and St. Mary's, via Rockport—The iron steamer ST. MARY, Will leave Morgan City on FRIDAY, August 24, 1877.

Lighterage to Corpus Christi (if any) at risk and expense of consignees.

Freight for St. Mary's and Fulton landed at Rockport.

Freight for all the above points received at the Depot (Morgan's Louisiana and Texas Railroad, foot of Lafayette street, daily, until 5 p. m.)

SHIP L. STARGES, LINDEN, sld Aug 7. BARK OXFORD, CHILMAN, sld Aug 7.

PLYMOUTH. Ship Sandusky, Lowden, sld July 19.

GREENOCK. Ship Anne M. Law, Hilton, sld July 27. Ship H. Hill, Hilton, sld July 26. Ship Paul Boynton, McMinn, sld July 24.

HULL. Bark Princess, Anderson, sld Aug 15.

HAVRE. Ship Louise de Rose, Duboseq, sld July 11. Ship D. W. Chapman, Turkey, sld July 21. Ship Geo. Hunter, Mason, sld July 21. Ship Melrose, Seill, sld Aug 2. Ship Louise, Bull, sld Aug 3. Ship Louisiana, Egnay, sld Aug 1.

BORDEAUX. Bark Chiriana, Corsola, sld July 16. Bark Ecliptique, Corral, sld July 17. Bark Leopold de Marie, Locally, sld May 28. Bark Melville Bryant, Buckley, sld Aug 8.

GLASGOW. Ship Transit, Percy, sld July 30.

SHIELDS, ENG. Bark Prouse, sld June 14.

ROUSE. Bark Geo W. Sweeney, Hewitt, sld June 2.

MARSHALLS. Brig Maria Celeste, sld Aug 2.

BREMEN. Ship Friedrich, Buggeman, sld Aug 1. Brig Maria Celeste, Fevola, sld Aug 2. Bark Constante, Vaniche, sld July 5.

ANTWERP. Bark Pomona Jonsson, sld Aug 1.

DE JAGERO. Ship Astrea, Zimmerman, sld June 24. Steamship zabens, Lyons, sld Aug 15.

MISCELLANEOUS. TRISCONT'S RESTAURANT.

ICE CREAM SALOON, OUT ON THE PIER OF THE LAKE END.

The finest of fish, fresh from the lakes. Choice wines and liquors always on hand. All orders for meals can be left at TRISCONT'S, corner of Canal and Decatur streets, where they will meet with proper attention. Prices moderate. 1613

UNDERTAKERS. CHAS. C. JONES, JOHN G. BOEHLE, 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. 1628 1/2

EQUAL TO THE BEST. Marais Street Steam Brewery, 86..... Marais street..... 86 Between Conti and St. Louis. H. F. STURCKEN, Proprietor, 1/10 em NEW ORLEANS.

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. 1617 em

JULIO, PORTRAIT PAINTER, No. 3 Carondelet street, New Orleans. Portraits from life or from pictures of the deceased (in oil or crayon, from \$25 to \$100.

MY ART GALLERY is open to the public, and the public is invited to visit it at pleasure. ms em

GAS FIXTURES FOR SALE, EITHER TO THE TRADE OR PUBLIC GENERALLY. Also a large supply of English Pipe Hooks Gas Fitters' Tools and Malleable Fittings can be bought, for cash, at less than factory quotations, at 38 Camp street. 1672 1/2 JOHN G. FLEWING, Agent.

Southern Shoe Factory OF JOHN HANSEN, 23 and 25 Canal street, New Orleans. TO ALL SOUTHERN CITIZENS. I am of the same opinion as yourselves and am determined to help build up the manufacturing interest of our native State in order to help the laboring classes and keep the money which would otherwise go to the North, at home. About a year ago I started my Factory, and by the aid of my friends and my own money, I have been enabled to extend my business and support 600 women and children. I intend to increase my Factory, I would earnestly call upon the merchants, not only of the city, but of the whole country, to give me their aid and encouragement. JNO. HANSEN

STEAMBOATS.

REGULAR OPELOUSAS PACKET. Leaves every SATURDAY, at 5 p. m., commencing Saturday, Aug. 26, 1877. FOR WASHINGTON, OPELOUSAS, PORT BARRE, STIMMSPORT, CHURCHVILLE, and all landings on the coast, Atchafalaya river and Bayou Courtableau—The very light draft passenger steamer.

BIG SUNFLOWER. A. P. Trousdale, Master; J. B. Schmidt, clerk; will positively leave as above. For freight or passage apply on board or to HITE & CARLIN, Agents, No. 4 Tchoupitoulas street. Connects closely with boats for Bayou Des Glaises and barges for Bayou Beaulieu.

FALL AND WINTER ARRANGEMENT. REGULAR OPELOUSAS PACKET. Leaves every SATURDAY, at 5 p. m., commencing on SATURDAY, August 4.

FOR WASHINGTON, OPELOUSAS, PORT BARRE, STIMMSPORT, CHURCHVILLE, and all landings on the coast, Atchafalaya river and Bayou Courtableau—The first-class side-wheel passenger steamer.

TEXAS. James L. Robbins, master, Gabn Block, clerk; will leave as above. For freight or passage apply on board or to LORD & McPEAKE, 45 Camp street. N. O. DONOHUE, 36 Gravier street, agent. JANNEY & WORK, 106 Common st.

REGULAR OPELOUSAS PACKET. Leaves every WEDNESDAY, at 5 p. m., commencing Wednesday, August 22, 1877. FOR WASHINGTON, OPELOUSAS, PORT BARRE, STIMMSPORT, CHURCHVILLE, and all landings on the coast, Atchafalaya river and Bayou Courtableau—The new and light-draft passenger steamer.

BERTHA. H. H. Broad, master, Theo. John, clerk; will leave as above. For freight or passage apply on board or to BRITTON & EPLER, 81 Gravier street. HITE & CARLIN, 4 Tchoupitoulas street. P. S.—Connects closely with steamer Minnie for Bayou Des Glaises. Also gives through bills lading to Bayou Beaulieu. 1624 1/2

OUACHITA RIVER. NEW ORLEANS AND OUACHITA RIVER TRANSPORTATION COMPANY. OUACHITA CITY, TRENTON AND MONROE Weekly Ouachita City U. S. Mail Packet. Leaves every WEDNESDAY, at 5 p. m., commencing Wednesday, August 22, 1877. FOR OUACHITA CITY, TRENTON, MONROE and all town landings—The steamer.

BASTROP. (In place of John H. Hanna.) F. A. Blanks, master, B. G. Cornwall, clerk. Will leave regularly as above. Will reserve the right to refuse any landing except mail landings. For freight or passage apply on board, or to Capt. P. A. BLANKS, President, No. 2 Canal street, corner Delta.

HITE & CARLIN, BRITTON & EPLER, JANNEY & WORK, LORD & McPEAKE, Agents. P. S.—Has regular connection with all the tributaries. full 1/2

LOWER COAST. LOWER COAST UNITED STATES MAIL-DAILY LINE (SUNDAYS EXCEPTED). FOR POINT EADS, THE PORTS, JOHN MONROE, CHARLOTTE, PORT CHARLOTTE, Hache and way landings—The swift low-pressure Fullman passenger steamer.

MARITHA. W. S. Bassett, master. Leaves TUESDAYS and THURSDAYS at 10 a. m., SATURDAYS at 12 m., extending Saturday (day trip to Pilot Town, Southwest Pass); returning Monday mornings, Wednesday and Friday evenings. The No. 1 steamer EVA, John Taylor, master. Leaves MONDAYS, WEDNESDAYS and FRIDAYS, at 10 a. m.; returning alternate days. Excursion tickets \$5 (good on either boat). For freight or passage apply on board, or to JOHN MONROE, 872 Magazine street. P. S.—The Marittha goes through the Jetties out into the Gulf on the Saturday trip. 1/1

UPPER COAST. REGULAR TRI-WEEKLY PACKET. Leaves every MONDAY, WEDNESDAY and SATURDAY at 10 a. m. FOR ASHLAND PLANTATION Association, parish Donaldsonville and all coast landings—The fine side-wheel passenger steamer.

BLUE WING NO. 3. J. A. Gornostek, master. Will leave as above, returning leaves Ashland Plantation Tuesday, Thursday and Sunday, coming down the coast in daylight. For freight or passage apply on board, or to JOHN MONROE, 872 Magazine street. P. S. All freight delivered in the daytime.

STEAMBOAT FOR SALE. FOR SALE—A STEAMBOAT NOW lying at this port, a 4 of the following dimensions, to wit: Length about 121 feet, beam 36 feet, hold 4 feet, cylinders 12 inches, 25 foot stroke; draws 12 inches light, and carries 200 tons on 30 inches; is in good running order. For further information apply to J. H. MENGE & CO., 3 and 11 Delta street. 1651 1/2

HOTELS. TREMONT HOUSE, Corner Tremont and Church Streets, Galveston, Texas. SBISA & ORFILA, Lessees. (Formerly of the Grand Southern Hotel.) The Palace Hotel of Galveston. This elegant Hotel, lately completed, IS NOW OPEN FOR THE ACCOMMODATION OF THE PUBLIC. Being built at a cost of \$600,000, it will be first class in every respect, with all the latest improvements, ELEVATORS, ELECTRIC ANNUNCIATORS, etc. WITH BATH ROOMS ON EVERY FLOOR. We therefore take pleasure in soliciting A CONTINUANCE OF THE PATRONAGE extended by the commercial men to the late Grand Southern Hotel. SBISA & ORFILA, Lessees, Formerly of the Grand Southern Hotel. ANTHONY SBISA, Jr., Chief Clerk. 1/27 em

ST. JAMES HOTEL, ON MAGAZINE STREET, Between Gravier and Natchez, New Orleans, La. Terms—\$2.50 Per Day. The undersigned having purchased the unexpired lease of Messrs. K. E. Rivers & Co., in the above Hotel, is now in possession of the same, and has the pleasure of announcing to his friends and the public that it will be kept open during the entire summer for regular and transient guests and day boarders on.

No pains or expense will be spared to insure the comfort of his guests. The Hotel will be entirely renovated, refitted and refurbished during the summer. CHAS. E. SMEDES, Proprietor. New Orleans, June 15, 1877. 1615 3/4

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, dets 76 1/2 New Orleans.

PREMIUM BONDS, ALWAYS ON HAND AND FOR SALE IN SUMS TO SUIT, NICHOLLS, LEGISLATIVE WARRANTS, Purchased by A. LAMORE, No. 5 Gallier Court.

STEAMBOATS.

RED RIVER. Red River and Texas. NEW ORLEANS AND RED RIVER TRANSPORTATION COMPANY AND TEXAS PACIFIC RAILWAY AND CONNECTIONS. Through bills of lading and through passenger tickets to all landings on the coast, and all railway stations in Texas. The best route to Hot Springs. The following splendid and fast steamers composing the line will leave as advertised below:

Martha Louisa, Texas, C. H. Durfee, Capt. A. A. Adams, Louis No. 2, Roma Lee, J. D. Shaw, Agent. FOR SHREVEPORT, JEFFERSON, MONROE, HOT SPRINGS, and all landings on Red River and railway stations in Texas.

W. J. Behan, Geo. E. Wilkinson, master. Leaves SATURDAY, August 25, at 5 p. m.

No wharfboat charges, drayage or commission will be charged at mouth of Red River, or at New Orleans, in forwarding freight consigned to the company by bill lading.

For freight or passage, apply on board of the boats or at the office of the company, No. 113 Gravier street. JOH. A. AILEN, President, W. B. BROOKETT, Agent, 36 Gravier street.

Weekly Grand Eureka Packet. TEXAS. (In place of New Hart Able.) Leaves every SATURDAY, at 5 p. m. Will leave regularly as above. For freight or passage apply on board or to R. W. ADAMS, No. 31 Commercial Place. P. S.—Will answer bills of lading, and forward freight consigned to steamer Bart Able free of charge. 1625

BAYOU SARA. BAYOU SARA SEMI-WEEKLY PACKETS. STR. GOV. ALLEN, STE. LA BELLE. John J. Brown, Master, A. Dugas, Master, W. B. BROOKETT, Agent, 36 Gravier street. Hermitage, Port Hudson, Lobdel's Store, Baton Rouge, Plaquemine, and postoffice landings—The steamer Gov. Allen. Leaves every MONDAY and FRIDAY at 5 p. m. Steamer La Belle. Every WEDNESDAY and SATURDAY at 5 p. m. Commencing early in September. For freight or passage apply on board or to JOHN MONROE, 872 Magazine street. No. 4 Tchoupitoulas street. JANNEY & WORK, No. 106 Common street. 1/21 1/2

UNITED STATES MAIL PACKET. Leaves every TUESDAY at 5 p. m. FOR VICKSBURG, NATCHEZ, MONROE, and all intermediate landings—The steamer MORT. E. LEE. Wm. Campbell, master. A. McVay and Jno. H. Mossou, clerks. Leaves as above, connecting at Vicksburg with Packets Line for all points on Yazoo, Sunflower, or Deer Creek and the Tennessee river. R. W. ADAMS, JANNEY & WORK, Agents, 36 Gravier street. Will give through bills of lading to Trenton, Monroe, and all stations on Vicksburg, Sunflower and Texas Railroad via Delta, La. W. B. BROOKETT, Agent, 36 Gravier street. 1625

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SATURDAY VICKSBURG UNITED STATES MAIL PACKET. Leaves every SATURDAY, at 5 p. m. FOR VICKSBURG, DAVID'S BEND, Natchez and all intermediate landings—The steamer NATCHEZ, T. P. Leathers, master, J. F. Muse, clerk, connecting at Vicksburg with the "Parrot Line" for all points on Yazoo and Tallahatchie rivers, and with Anchor Line for Memphis, Cairo and St. Louis. This boat reserves the right to pass all landings that the Captain may consider unsafe. For freight or passage apply on board, or to JOHN MONROE, 872 Magazine street. JANNEY & WORK, R. W. ADAMS, BROCKETT & CARTER, Agents, 36 Gravier street. 1625

THREE-WEEKLY BAYOU LAFOURCHE AND COAST PACKET. Leaves every TUESDAY at 10 a. m., THURSDAY and SATURDAY at 12 m. THE NEW PASSENGER STEAMER HENRY FETE, J. F. Ancon master, M. H. Landry clerk. Leaves New Orleans every TUESDAY and FRIDAY at 5 p. m., returning leaves Donaldsonville every Wednesday, Friday and Sunday at 5 p. m. For freight or passage apply on board, or to 106 Decatur street. P. S.—I lands all Coast passengers and freight in daylight.

SEMI-WEEKLY BAYOU LAFOURCHE PACKET. THROUGH TO THIBODAUX. ROBT. YOUNG, (In place of Eureka.) U. D. Terrebonte, master, T. A. Darling, clerk. Leaves New Orleans every TUESDAY and FRIDAY at 12 m., returning leaves Donaldsonville every THURSDAY and SUNDAY at 5 a. m. For freight or passage apply on board or to HITE & CARLIN, 4 Tchoupitoulas street, or TERREBONNE & SALOMON, Agents, 75 Decatur between Conti and Bienville streets. 1618 1/2

BATON ROUGE. Leaves every MONDAY at 5 p. m., and FRIDAY at 12 m. The passenger steamer ST. JOHN, Frank Bergeron, master, J. C. Bergeron, clerk. Leaves as above for Baton Rouge, Plaquemine, Donaldsonville and all coast landings, returning every SUNDAY and WEDNESDAY EVENINGS. For freight or passage apply on board or to E. O. MELANCON, 36 Gravier street. 1625

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