RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Tuesday, September 9, 1879.

Arrivals.

See marine column.

Departures.

Eva, Whisper, St. Mary, Alvin, W. P. Halliday, John Gilmore.

To Arrive.

J. W. Cannon, St. Mary, Bayou Sara; Gold Dust, St. Louis; Golden Crown, Cincinnati; Whisper, Eva, upper coast; Alvin, lower coast; John Wilson, Ouachita; Big Sunflower, Atchafalaya; Frank Pargoud, Greenville.

Stage of the Rivers.

Daily telegraphic report of the stage of water at various points, with changes, in the 24 hours ending yesterday at 5 p. m.

Stations.	Above low water. Feet.	Inch.	Change. Feet.	Inch.
Cairo	19	0	40	6
Cincinnati	6	11	30	9
Louisville	6	6	30	6
Memphis	13	5	70	10
Nashville	4	0	11	4
New Orleans	13	5	20	5
Pittsburg	0	11	10	1
Shreveport	1	6	10	6
St. Louis	8	5	40	3
Vicksburg	14	1	10	2

*Below high water mark of 1874. †Indicates rise. ‡Indicates fall.

The weather yesterday was very warm. It was considered by many the warmest day of the summer.

Business was tolerably fair on the landing for Monday. The W. P. Halliday arrived Sunday evening from St. Louis and returned yesterday, taking with her the barge Little Gold Dust, left here by her last trip. The Halliday lost five days between Cairo and Memphis on account of low water—besides which she put out a large way freight.

The E. M. Norton, with five barges, from St. Louis, arrived yesterday morning; also the H. C. Yaeger. The Yaeger laid at the Elevator the greater part of the day putting out wheat.

The chimneys of the John Gilmore were raised yesterday, and she had up steam ready to leave when we left the landing. She tows five barges, containing the following freight, viz: 1250 boxes tin, 252 bundles steel, 13 casks ink, 450 fire bricks, 4500 bags cement, 269 tierces soda ash and 154 packages earthenware.

The Robt. E. Lee was brought to the landing Sunday evening, and was to have left to-day for Vicksburg, but owing to the fact that the quarantine is still maintained at many places along the river, and to the further fact that Delta yesterday temporarily re-established her quarantine against the city, Capt. Campbell concluded to postpone her departure until next Tuesday, and to make one more trip with the St. John, which steamer will leave to-day as usual.

The E. M. Norton reports having passed the John A. Wood with her big tow of thirty or more packages of coal, fifty miles below Memphis, coming along nicely.

Capt. Jos. Dalferes was in the city yesterday. The captain reports himself quite a sufferer by the storm of Monday, the first. The roof of his house was blown off, as was a so the tops of the chimneys. His family were all in the house at the time, but fortunately escaped injury.

The beautiful Edward J. Gay will most probably be ready to resume her trips to Bayou Sara Friday.

The Yazoo will leave for the Atchafalaya to-day. Capt. Crawford has been very liberal in the repairs made to this steamer, and she is in perfect order. Every spot about her, both inside and out, has been painted, and she is looking very pretty.

A special notice to shippers by the Trenton last Monday and Tuesday will be found in another part of to-day's Democrat.

The Kountz Line steamer Henry C. Yaeger, Dave Haney master, Theodore J. Phillips clerk, leaves to-morrow at 5 p. m. for St. Louis.

Capt. W. D. Weaver, having delivered the Tinnie Baker to her owners on Pearl river, has returned to the city.

In our notice of the death of Capt. Thomas Baldwin, we mentioned that his brother Robert had died long since. The New Albany Ledger-Standard corrects us by stating that Capt. Robert Baldwin still lives, a resident of that city.

The Fair Play, J. F. Kranz master, Frank Kranz clerk, leaves this 8 a. m. for Grand Isle.

The Anchor Line steamer Gold Dust, J. T. McCord master, will arrive to-night from St. Louis and return to-morrow at 5 p. m.

The Golden Crown, Capt. Eug. Shinkle, from Cincinnati, will also arrive to-night and will return to-morrow.

The regular tri-weekly lower coast packet Emma Irvine, J. A. Ruiz master, E. M. Vallette clerk, leaves to-day at 11 a. m. for Orange Farm.

The regular tri-weekly sidewheel coast, Donaldsonville and Bayou Lafourche packet Henry Tete, J. F. Aucoin master, M. H. Landry clerk, leaves to-day, as usual, at 10 a. m.

The New Orleans and Opelousas Packet Company's United States mail steamer Big Sunflower, in place of Fanchon, A. P. Trousdale master, E. Quatrevaux clerk, leaves to-day at 5 p. m.

The Yazoo, Wm. Crawford master, H. Molaison clerk, leaves to-day at 5 p. m., for the Atchafalaya, through to Washington.

The United States mail packet St. John, in place of the R. E. Lee, Capt. William Campbell, Will Cannon clerk, leaves to-day at 5 p. m. for Vicksburg and way landings.

The tri-weekly upper coast packet Eva, Chas. DeBouchel master, leaves to-morrow at 11 a. m. for the new Vacherie road.

The tri-weekly Bayou Goula packet Whisper, J. A. Comstock master, leaves to-morrow at 11 a. m.

The John W. Cannon, J. C. Libano master, leaves to-morrow at 5 p. m., as usual, for Bayou Sara.

The United States mail steamer John Wilson, Joseph Holmes master, leaves to-morrow at 5 p. m. for Ouachita.

Correspondence.

LOUISVILLE, Ky., Saturday, Sept. 6, 1879.

To the Editor of the Democrat:

The weather has shot wide of the mark since my last letter to you; instead of the expectations of wiseacres, it has been quite cool and blustering, coupled with a superabundance of rain. Yesterday and to-day have been the only clear, sunny days for the week. Work at all the boat-yards has been suspended on account of it.

Capt. Gus Hodge has finally made his appearance, much to the satisfaction of his friends here. He has been spending his time near his birthplace, Smithland, Ky. He tells me that he walked five miles to drink out of the spring that is on the place he was raised on; if he did, the weather must certainly have been very cool or the *attraction* greater than the water; he is delighted with his boat, the Wm. Fagan, and feels satisfied she is going to be a racer. During the past week her roof has been covered with asbestos, and with the recommendations of parties who have used it, it seems to be the desired article wanted for steamboat roofs. Mr. Ed. Howard informs me that to-day week is the time set for launching her.

Capt. Parisot names his boat the City of Yazoo.

Capt. Scovell's boat is progressing finely; the cabin stanchions are all up and the string pieces are ready for the ceilings; she could be launched in ten days if the necessity existed. The cabin will be after the same pattern as the Parisot boat.

The Jesse K. Bell has her wheel-houses up and painted, the boiler deck is complete, but the cabin frame, owing to the bad weather, has not been set up. In a week she will present an entire change, as all of the cabin material is on board of her or lying handy, so that it is easily reached. Capt. Sinnott's headquarters are at the Galt House.

Captains Jack Brinker, Charley Truslow and Matt Scovell have departed for Shreveport, La.

Capt. Jack De Hart is at Madison, Ind., repairing the Corona. He reports here every few days.

Yesterday I was shown a postal card from Capt. Baldwin, of the *fast* line, in which he stated very positively that the contracts for the new boats have been made. There appears to be a good deal of reticence on the part of both builders and company. It is next to impossible to learn anything about the boats. The purchase of the foundry over in New Albany is a settled fact, the senior partner of the firm being Mr. Billings, formerly of the firm of Hawley, Billings & Co., of this city. Steam has been raised at the foundry for the purpose of testing the shaftings, etc., the shop having laid idle for some years. The general opinion among knowing ones here is that the fast United States Mail Company will explode. I have no opinion of my own. There is decidedly too much darkness for an outsider to form one. A good deal like the Chinese, all samee, just likee Melican man.

There is a strong effort being made by parties in this city to prevail upon the city authorities to fill the low lands lying above the ferry landing for the purpose of re-establishing boat yards as of old. The claim is made that the grade would be easier in launching. That of the Howards at Jeffersonville is known to be one of the easiest on the Ohio river, and is so regarded by steamboatmen and ship carpenters generally. There appears to be something of the ring or jobbery in the affair of this side of the river.

Will S. Hays asks after his many acquaintances in your city. A few nights since he was the grand orator at the presentation of Mr. John Howard with a birthday gift by the men in the Messrs. Howards' employ. Will got through as only he can. Wine and good humor flowed as free as water.

Tom Howard is expecting to leave in a few days for New Orleans, and I may possibly accompany him.

Don't consider this my last latter. I shall continue to scribble as long as I stay here.

Yours, truly. T. T.

Exchange Clippings, September 6.

Cincinnati Commercial:

The new Natchez will be ready for steam on next Tuesday, when she will be fully completed and leave for New Orleans. She will find plenty of water.

Capt. Hart's new Reuben R. Springer will be launched from Mack's yard next week.

The river engineers meet this morning at 10 o'clock at No. 7 Sycamore street, to form an association for their mutual protection and benefit.

Capt. A. Q. Kennett, of the New Orleans boat-store firm of Kennett and Huey, arrived from a visit to Canada yesterday. He is on his way home.

PITTSBURG, Sept. 5.—The Resolute is to leave Louisville to-night for New Orleans with a tow of coal for Horner & Son, O'Neill & Co., and Brown & Co.

[Special to the Democrat.]

CINCINNATI, Sept. 8.—The board of directors of the Southern Transportation Company met to-day for the purpose of reorganizing. An effort was made to continue the old management, but, as intimated in the Democrat of Saturday, it was a failure. For a time it looked as though no terms could be agreed upon, but finally a proposition was made and adopted, the details of which have not yet been made public, that promises to augur well for all concerned. As a matter of fact, however, the boats forming the line will, in a manner, be independent, but at the end of each trip will turn into the pool a certain percentage of net earnings.

The towboat's Champion Nos. 7 and 8, left at 4 p. m., towing the New Natchez to New Albany, where her chimneys will be put up and she will proceed to Cairo.

The Golden Rule is receiving freight to-day for New Orleans. The Gastrell is still detained by the United States marshal, but will probably get away to-morrow. A dispatch from St. Louis to-night reports the Annie P. Silver hard aground at St. Genevieve.

ST. LOUIS, Sept. 8.—The river is falling, with 8 4 feet on the gauge. Arrived: John B. Maude from Vicksburg. No departures. The Commonwealth is expected to-night and will leave for New Orleans Wednesday, to be followed by the Centennial on Saturday. Business is good.

CAIRO, Sept. 8.—The Sam Roberts and barges are aground below Chester and the John Means and barges at Hurt Island. There is only 5 feet to St. Louis. The City of Vicksburg is out today for Alton, fully laden, and the Dippold, with five barges, cleared for New Orleans. The river is falling.

[By Telegraph.]

CINCINNATI, Sept. 8.—The river is 6 feet 6 inches and falling. The weather is clear and pleasant.

As Capt. Leathers desired to get the New Natchez out of the Ohio river on this water, she left for Cairo to-day in tow of the Champion.

PITTSBURG, Sept. 8.—The river is 11 inches and stationary. The weather is clear and cool.

LOUISVILLE, Sept. 8—The river is falling slowly, with 6 feet 2 inches in the canal. The weather is clear and cool.

EVANSVILLE, Sept. 8—The river is 14 feet 7 inches and falling. The weather is clear and cool.

CAIRO, Sept. 8.—Arrived: City of Vicksburg from St. Louis at 4 p. m. Departed: Commonwealth for St. Louis at 6 a. m. The river is 19 feet and falling. The weather is clear. The mercury is 68.

ST. LOUIS, Sept. 8.—Arrived: Maude from Vicksburg, Grand Lake from New Orleans. The river has fallen 3 inches and is now 8 feet 5 inches by the gauge. The weather is clear and cool.

VICKSBURG, Sept. 8.—The weather is cloudy and warm. The thermometer is at 88. The river has risen 4 inches since Saturday night. No boats up.

HELENA, Sept. 6.—To C. G. Wayne: Steamer Golden Crown will arrive Tuesday night.

CHANT. V. SHINKLE.

NATCHEZ, Sept. 8.—To J. B. Woods, No. 104 Common street: Anchor Line steamer Gold Dust will arrive Tuesday night and leave for St. Louis Wednesday. J. T. McCORD.

FROM THE PASSES.

PORT EADS, Sept. 8, 6 p. m.—Barometer 29.95. Wind east, light. Weather partly cloudy.

Arrived: At 2 p. m., British steamship Highbury, Garson master, from Port Said, in ballast to A. B. French & Co.

Sailed: Brig Chas. Dennis for Bayonne; schooner R. B. Locke for Ruatan.

MARINE NEWS.

OFFICE NEW ORLEANS DEMOCRAT, September 9, 1879.

Cleared Yesterday.

No clearances at the Customhouse yesterday

Arrived.

Steamship Guasie, Hill, from Havana (previously reported at Quarantine), to C A Whitney &co—Algiers

Brit steamship Highbury, Garson, from Port Said Aug 11, to A B French &co—Gretna

STEAMBOATS.

E M Norton, Poe, from St Louis, with barges

H C Yaeger, Haney, from St Louis

Emma Irvine, Ruiz, from Lower Coast

Martha, Bassett, from Port Eads

St John, Campbell, from Vicksburg

St Mary, Brown, from Bayou Sara

Henry Tete, Aucoin, from Donaldsonville

Whisper, Comstock, from Bayou Goula

Imports.

MINATITLAN—Per brig Ysabelita—134 logs of cedar and mahogany 8 sacks coffee to Puig, Corral & co

RUATAN—Per steamship E B Ward, Jr.—145,000 cocoanuts 70,000 plantains 2200 bunches bananas 7500 oranges 300 pineapples 16 bbls limes to S Otert & Bro—$4000 in specie A de Fonblanque—$323 do L Pilger—$150 M Heineman

Receipts of Produce.

VICKSBURG—Per steamer St John—153 bales of cotton to S B Newman &co—96 do Meyer, Weis &co—94 T L Airey &co—65 H Allison &co—47 S Gumbel—44 H & C Newman—42 Payne, Kennedy &co—40 Bickham & Moore—39 J L Harris &co—39 Buckner &co—30 Frankenbush & Borland—25 to Graham, Black &co—22 Lehman, Abraham &co—20 Keiffer & Gardner—18 Richard Flower &co—14 to Gardner & Copp—13 to Richardson & May—13 to Allen, West & Bush—12 Stewart, Bros &co—12 Ben Gerson & Son—12 Norwood & Richards—9 Nalle & Cammack—9 to Jno Chaffe & Sons—8 Clapp Bros &co—7 H Pieniche &co—6 J W Burbridge &co—4 March & Schlenker—4 Craig & Hogan—3 R M Walmsley &co—3 to Moses Clark—3 Allen, Nugent &co—1 W C Black &co—1 to G W Sentell &co—1 O Hopkins—1 Britton & Mayson—1 Renshaw, Cammack &co—1 D C Morgan—1 do Chaffe, Hamilton & Powell—1 J B Wolfe &co—1 to Jno Phelps &co—1 do Forstall & Jumonville—2698 sacks cotton seed to N O Cotton Seed Association—2 pkgs hides 1 do wool Chaffe, Hamilton & Powell 1 do hides Wm Mehle—6 sacks seed cotton to Graham, Black &co—4 do J L Harris &co—5 S B Newman &co 2 hhds hides E Adler—5 bales moss J M Walsh—sundries to order—Total 925 bales cotton 2695 sacks cotton seed 14 sacks seed cotton

BAYOU SARA—Per steamer St Mary—69 bales of cotton to J L Harris &co—33 do Meyer, Weis &co—23 Clapp Bros &co—18 Norwood & Richards—18 do Lehman, Abraham &co—16 H & C Newman—11 to S Gumbel—10 March & Schlenker—5 Payne, Kennedy &co—4 Richard Flower &co—2 Levi & Newman—1 J M Latimer &co—1 to Board of Underwriters—364 sacks cotton seed N O Cotton Seed Association—119 sacks rough rice to Sieward & Thompson—163 do to C A Phillippi &co—7 bales moss to E Odell—6 do to S Herrmann—3 J M Latimer &co—sundries to order—Total 211 bales cotton 364 sacks cotton seed 222 sacks rough rice

ST LOUIS—Per steamer H C Yaeger—521 bbls of flour to Glover & Odendahl—232 do C T Buddecke & Son—227 do 481 sacks corn 50 sacks bran 55 bales hay Vairin & Mortimer—306 do 399 sacks oats to Chas Pleasants—157 bales hay Wallace, Fairchild &co—233 do to order—42 C McEvoy—500 sacks wheat to order—2961 do to Gordon & Gomila—147 bbls flour to Schwabacher, Frowenfeld & Pfeifer—1030 do to W H Mathews & Bro—150 do Perdreauville &co 300 do T Prudhomme—432 do 123 sacks bran to Rogers & Mitchell—sundries to order

ST LOUIS—Per steamer E M Norton and tow—117,242 bushels wheat in bulk 1249 sacks wheat 1694 sacks oats to order—3195 sacks wheat Gordon & Gomila—127 do Jos West &co—209 bbls flour Vairin & Mortimer—108 do 36 sacks bran Glover & Odendahl—400 bbls cornmeal 123 sacks do C H Lawrence &co—sundries to order

DONALDSONVILLE—Per steamer Henry Tete—273 sacks rough rice to Allen & Syme—211 do F Brugier—124 Dan Talmage's Sons &co—69 A H Sieward—4 Berkson Bros—sundries to order—Total 681 sacks cotton seed

BAYOU GOULA—Per steamer Whisper—737 sks rough rice to A H Sieward—210 do to Sieward & Thompson—1 sack seed cotton to A L Choppin—and sundries to order—Total 947 sacks rough rice 1 sack seed cotton

LOWER COAST—Per steamer Emma Irvine—90 sacks rough rice to T McDermott—96 do Lange & Legendre—72 Sieward & Thompson sundries to order—Total 258 sacks rough rice

PORT EADS—Per steamer Martha—161 sacks of rough rice to Kip & Rauch—sundries to order

Receipts by Railroads.

CHICAGO, ST. LOUIS AND NEW ORLEANS RAILROAD.

September 8—[illegible] bales cotton Richardson & May—26 do Lehman, Abraham &co—21 Jno T Hardie &co—20 Meyer, Weis &co—15 Jno Chaffe & Sons—14 to H & C Newman—10 Bickham & Moore—10 to Allen, West & Bush—10 W B Thompson &co—9 to Payne, Kennedy &co—9 R M Walmsley &co—8 Warren, Atkinson &co—5 T L Airey &co—5 S Gumbel—4 to S B Newman &co—4 Allen, Nugent &co—4 to Hyman & Lichtenstein—4 Britton & Mayson—4 to Gardner & Copp—2 Gleason, Day & Proudfit—2 Vaiden, Hawkins & Roberts—2 J L Harris &co—2 Keiffer & Gardner—1 S O Thomas &co—1 E H Wilson &co—1 Stewart, Bros &co—1 do Chaffe, Hamilton & Powell—1 do Sims, Billups &co—1 March & Schlenker—130 bbls of potatoes 25 boxes fruit 15 bbls vegetables H W Stork—275 bbls potatoes 18 bbls apples Joseph Keller—12 crates cabbage 10 boxes tomatoes 33 bbls krout 26 bbls apples Greve & Wildermann—3 boxes eggs 66 crates cabbage 1 coop poultry 108 bbls apples and 1 car cabbage Miller & Meyer—1 car bulk potatoes 30 bbls onions 112 bbls potatoes E Doherty—523 bbls potatoes 133 bbls apples 104 bbls onions M Stich & Son—41 bbls apples 125 bbls potatoes 1 car potatoes 24 boxes tomatoes 9 crates cabbage 8 hf bbls krout to G W Davison &co—49 boxes tomatoes 214 bbls apples 40 crates cabbage 4 hf bbls krout J Salamoni & co—39 hhds tobacco Thos Wiltz—10 hf bbls pork 189 pkgs butter 475 boxes cheese C H Lawrence &co—184 pkgs meat 100 bbls flour Miller, Grigsby &co—280 bbls potatoes Chas Pleasants—340 pkgs lard 14 pkgs meat 60 tierces hams Schwabacher & Hirsch—25 bbls highwines Commagere & Lambert—25 do C Doyle—1 car cattle R M Plantt—2 do Aycock, Mitchell &co—2 C Mehle &co—10 tierces hams 26 hf casks shoulders Frowenfeld & Pfeifer—43 boxes shoulders Jos West &co—12 hhds tobacco E H Wilson &co—1 car lumber Eager, Ellerman &co—29 pkgs tobacco W R Irby—1 car stock Leonard & Maxwell—1 car pig iron G G Johnsen—55 boxes shoulders E K Converse—1 car of pce staves Bobet Bros—3 cars bulk wheat Webster & Dillingham—15 tierces hams Cummings & Elmer—4 pkgs butter 5 tierces hams to J B Solari & Son—15 firkins butter W G Lyon &co—50 boxes cheese H T Cottam &co—5 cars cattle Aycock, Mitchell &co—6 cars machinery Southern Cotton Press—25 bbls of highwines H R Gogreve—25 do J B Henderson—42 pkgs butter W G Lyon &co—19 do Clark & Meader—12 Harrison & Bettison—46 Schwabacher & Hirsch—113 Smith Bros &co—21 John T Moore, jr—82 do 72 pkgs meat Miller, Grigsby &co—11 hhds tobacco to Thos Wiltz—1 do Jno E King &co—3 cars bricks to J R Kent &co 1 car machinery Int Cotton Press—3 car bulk wheat Webster & Dillingham—1 gin head J B Wolfe &co—50 bbls highwines J Dreyfus—25 do Commagere & Lambert—5 bbls baking powder to L Reder &co—25 boxes bacon 10 casks bacon and 50 tierces hams Schwabacher & Hirsch—2 cotton gins H D Coleman & Bro—10 firkins butter 25 boxes of cheese D Moriarty—100 do 25 pkgs butter C H Lawrence &co—30 pkgs butter Flashpoller & Becker—170 pkgs beer F Hollander—35 bbls apples E Doherty—2 bbls pears J P Macheca—16 bbls apples S D'Amico &co—50 sacks peanuts A P Cochran & Cazeres—46 bbls apples Miller & Meyer—59 do P Meyer, jr—24 C H Schenck—11 do 304 bbls potatoes Joseph Keller—21 do 62 bbls apples M Stich & Son—30 bbls onions 112 bbls potatoes E Doherty—43 bxs vegetables 6 hf bbls krout 44 crates cabbage 10 bbls apples 134 bbls onions 16 bbls potatoes G W Davison &co—130 pkgs vegetables 169 bbls apples 28 crates cabbage 3 bbls onions 8 hf bbls krout J Salamoni &co—and large lot sundry mdse, delayed by accident, and sundries to order—Total 259 bales cotton

NEW ORLEANS AND MOBILE RAILROAD.

September 8—180 pkgs beer to Geo Yalets—275 bdls hoop poles Hammonds, Gaddis &co—50 tierces hams D Estjo &co—1 car cattle to R M Plantt—12 tierces hams Schwabacher & Hirsch—15 tcs bacon to Vose Bros—5 pkgs tobacco W R Irby—1 pkge mdse S M Todd—12 bbls whisky Merz & Paul—2 do 1 keg do N Allen—5 pkgs meat Lochte & Cordes—lot of pkgs wagonstuff Wilson, Childs &co—12 bbls molasses A Thomson &co—21 pkgs mdse to Flashpoller & Becker—2 do S L Boyd—1 Levy, Loeb, Scheurer &co—124 E Marqueze &co—78 Keiffer Bros—1 Horter & Fenner—14 J Schwartz—20 pkgs feathers W P Converse jr &co—10 boxes bacon Schwabacher & Hirsch—2 casks earthenware J H Menge—275 bdls of hoop poles to Hammonds, Gaddis &co—42 head cattle to C Mehle &co—1 machine J B Wolfe &co—77 pkgs of meat 15 tierces hams to Schwabacher & Hirsch—90 pkgs mdse Bodley Bros—2 cars coal G L Hopps—1 do W G Coyle &co—97 bbls rosin 29 bbls turpentine Simpson & Tricou—408 boxes tobacco S Hernsheim & Bro—29 do W R Irby—50 C B Block &co—319 do L Mayer & Son—11 pkgs mdse H Barklage—2 do to Yale & Bowling 25 bbls whisky L Lacassagne—20 do 10 hf do S Herrmann—4 pkgs mdse Flashpoller & Becker—5 do Wilson, Childs &co—162 I L Lyons—5 Nelson McStea—1 Stauffer, Macready &co—12 do J Kirkpatrick—9 Horter & Fenner—sundries to order—Total 12 bbls molasses

MORGAN'S LOUISIANA AND TEXAS RAILROAD AND STEAMSHIP CO.

September 8—2 bales cotton to Clapp Bros &co—2 do G W Sentell &co—23 bales moss J M Walsh—7 do G H Wright—sundries to order—Total 4 bales cotton 30 bales moss

NEW ORLEANS AND TEXAS RAILROAD.

September 8—99 sacks rough rice to C H Stewart—81 do Sieward & Thompson—sundries to order—Total 180 sacks rough rice

Receipts at the New Basin.

Amite River—Per steamer A W Moffett—1 bale of cotton to Jno T Hardie &co—43 bbls rosin 20 cords wood 60 head cattle to order

Hope Villa—Per steamer Alice—30 cords wood and sundries to order

Wolf River—Per schr Jalouse—25 cords wood to order

Wolf River—Per schr Galeas—20,000 feet lumber to J L Nevers

Tchefuncta River——Per schr Perseverance——400 bbls sand to order

Handsboro—Per schr Three Brothers—20,000 feet lumber to H Buddig

Biloxi—Per schr John McCaffrey—20,000 feet of lumber to H Buddig

Handsboro—Per schr John F Popp—35,000 feet of lumber to H Buddig

Biloxi—Per schr J J Cowart—25,000 feet lumber to H Buddig

Pascagoula—Per schr Lizzie Albert—1400 bbls of charcoal to order

Horn Island—Per schr Rebecca—520 bbls sand to order

Amite River—Per schr Reporter—60,000 shingles 17,000 feet lumber H Gertling

Pearl River—Per schr Lizzie Schmidt—50,000 feet lumber to order

Receipts at the Old Basin.

Tangipahoa—Per schr Chas Perry—18 cords wood to order

Pearl River—Per schr Rover—1400 bbls charcoal to order

Bayou Lacombe—Per schr Hattie M—1000 bbls of charcoal to order

Pascagoula—Per schr Venus—1200 bbls charcoal to order

Pascagoula—Per schr Flower—2000 bbls charcoal to order

Tchefuncta River—Per schr Geo Pandely—450 bbls sand to order

Blind River—Per schr D B Castle—12,000 staves to order

Pascagoula—Per schr New Star—1200 bbls charcoal to order

Pearl River—Per barge Clio—50 cords wood to order

Memoranda.

The Brit bark Rose Schneider, Williams, sailed from Bull river March 24 for Belfast, since which time nothing has been heard of her.

The Bolivian bark Bohemia left San Francisco June 6 for San Jose de Guatemala, and as she had not arrived at her destination at last accounts, it is feared she is lost.

A new steamship line has been established between New York and Bristol, England, and is called the Bristol City Line of Steamers. At the present time two vessels are announced to sail from Brooklyn: the Bristol City on September 27, and the New York City on October 25. The steamers of this line will carry freight and cattle but no passengers.

FOREIGN PORTS.

[By Cable to the N. Y. Herald.]

Liverpool, Sept 4—Sailed for New Orleans, ship Northampton, Murphy.

London, Sept 4—Sailed for Pensacola, bark Hero, Bartiensen.

Grangemouth, Sept 3—Arrived from Pensacola, Br ship Island Home, Palmer.

AMERICAN PORTS.

New York, Sept 6—Sailed for Galveston, steamships New York, Quick, and Carondelet, Burrows. September 4—Cleared for Galveston, schr Franklin, Nichols.

New York, Sept 4—Arrived from Pensacola, schr W B Steelman, Robinson.

NOTICE TO MARINERS.

Caravelle Light—Martinique.

Information has been received that Caravelle Light is visible from a distance of 12 miles only, the apparatus having become defective with age. It is intended to replace the old apparatus by a new one.

LAUNCHED.

September 6, from Mr. John Frazer's yard, Courtney Bay, was launched the bark Norwood. She was towed to Robertson's wharf, where she is to be rigged for sea.

SHIP BUILDING.

Mr. Vallin, at Quebec, has just laid the keel of a very large ship, verging close on 2000 tons, which he proposes constructing during the approaching winter.

MARINE TELEGRAMS.

NEW YORK, Sept. 7.—Arrived: Roanoke from Richmond, Helvetia from Liverpool, Ethiopia from Glasgow, Santo Domingo from Bermuda.

Arrived out: Britannic, Orator, Rosario.

Arrived out: At Queenstown, Illinois from Philadelphia, City of Brussels and Abyssinia from New York.

Arrived out: At London, Lessing from New York.

Arrived out: At Havre, France from New York.

Arrived: Emily J. Sheldon from Pensacola, A. L. Mitchel from Jacksonville, City of Savannah from Savannah, City of Atlanta from Charleston, Lone Star from Galveston. Arrived out: At Bristol, Belgenland from New York; at Liverpool, Orator from New Orleans; at Hamilton, Bermuda on the thirtieth ultimo, Silver Heels from Jacksonville; at Barcelona, Espana from New Orleans; at Genoa, Guiseppe Lanata from New Orleans; at Rotterdam, Swift from Wilmington; at Liverpool, Ella Moore from Wilmington; at London, Jennie B. from Savannah; at Antwerp, Alnwick Castle from New York; at Rouen, Yarm from Baltimore. Homeward: From Hamburg, Hansthoys for Charleston; from Londonderry, Huron for Darien, Ga.

STEAMBOATS

OHIO RIVER.

SOUTHERN TRANSPORTATION COMPANY.
Office, 82 Gravier street.
BOATS LEAVE WEDNESDAYS AND SATURDAYS.
Leaves WEDNESDAY, September 10, at 5 p. m.
FOR CINCINNATI, LOUISVILLE, Evansville, Henderson, Shawneetown, Paducah, Cairo, Memphis, and all intermediate points, connecting at Cincinnati with the packets for Pittsburg, Wheeling and all points above Cincinnati—The splendid passenger steamer
GOLDEN CROWN,
Eug. L. Shinkle master. Chant Shinkle clerk, will leave positively as above. For freight or passage apply on board or to
se9 C. G. WAYNE, 82 Gravier street.

LOWER COAST.

Leaves every TUESDAY and THURSDAY at 11 a. m. and SATURDAY at 2 p. m.
FOR ORANGE FARM, POINTE-a-la-Hache Greenwood Plantation Terre aux Bœuf, and all plantation landings. The new fine and fast steamer
EMMA IRVINE,
J. A. Ruiz master.
E. M. Vallette and N. M. Barrois clerks.
Leaves as above regularly, returning to the city early in the evening on alternate days. For freight or passage apply on board, head of Conti street. au11

STEAMSHIPS.

NEW YORK.

MORGAN'S LOUISIANA AND TEXAS RAILROAD AND NEW YORK STEAMSHIP COMPANY.
The following A1 iron steamships from this line—
LONE STAR, ALGIERS,
NEW YORK, MORGAN CITY,
GEN. WHITNEY, HALMETTE,
(now building.)

STEAMSHIP HUTCHINSON,
Tom Morgan master,
Will sail from Morgan City TUESDAY, September 9, — p. m.
INSURANCE TO NEW YORK ONE-HALF PER CENT.
Freight for the above port received at the depot of Morgan's Louisiana and Texas Railroad, foot of Lafayette street, daily until 5 p. m.
For freight, apply to
CHAS. A. WHITNEY & CO., Managers,
au13 Corner Natchez and Magazine streets.

THE CROMWELL LINE.
FOR NEW YORK DIRECT.
To sail WEDNESDAY, September 10, at 8 a. m.
This line is composed of the following steamships—
KNICKERBOCKER, HUDSON,
CORTES, NEW ORLEANS,
The steamship
KNICKERBOCKER,
KEMBLE master.
will leave her wharf from foot of Toulouse street.
INSURANCE BY THIS LINE ¾ PER CENT.
Cabin passage $40
Steerage 20
Excursion tickets 75
Freight for Liverpool, Bremen and Havre taken by this line, and through bills of lading given for the same.
For freight or passage apply to
ALFRED MOULTON,
my1 1y 41 Carondelet street.

LIVERPOOL.

LIVERPOOL SOUTHERN S. S. LINE.

	Tons.	Commanders.
ALICE	1250	J. George.
CHANCELLOR	2050	G. Reynolds'
CHRYSOLITE	1000	Jones.
COGNAC	1000	W. Aiken.
COMMANDER	1600	R. Ellis.
CORDOVA	1417	W. Lang.
COUNCILLOR	2500	W. Tutton.
DISCOVERER	2500	R. R. Williamson
EXPLORER	2010	W. Jackson.
FIRE QUEEN	1180	Williams.
GLADIATOR	1000	L. Jones.
HISTORIAN	1850	W. Wallace.
INVENTOR	2800	John Reynolds.
LEGISLATOR	2150	T. Burley.
MEDIATOR	2010	J. Hanney.
ORATOR	1342	J. Corbishley.
OBERON	1228	J. Campbell.
STATESMAN	1850	W. Hughes.
VANGUARD	1405	W. G. Gell.
WARRIOR	1220	W. L. Jones.

The steamship
EXPLORER,
Williamson commander,
will sail on or about September 6, 1879, from her wharf, foot of Jackson Square.
Will receive cotton and sign through bills lading for the Continent, between Havre and Cronstadt.
These steamships, being of light draft, will cross the bar of the Mississippi at all times without detention.
For freight apply to
LUCAS E. MOORE,
de20 1y 126 Gravier street, up stairs.

BREMEN.

NORTH GERMAN LLOYD.
STEAM BETWEEN BREMEN AND NEW ORLEANS, VIA HAVRE, SOUTHAMPTON AND HAVANA.
The steamships of the North German Lloyd will resume their Regular Trips, as follows:
From Bremen. From N. Orleans
Hannover ..... September 17
These steamers touch outward at Havre and Havana, and on their home trip at Havana and Southampton.
PRICES OF PASSAGE:
From Bremen, Southampton or Havre to Havana or New Orleans—Cabin, $150; Steerage, $36.
From New Orleans to Southampton, Havre or Bremen—Cabin, $150; Steerage, $45.
From New Orleans to Havana—Cabin, $35; Steerage, $15.
Children under ten years, half price; children under one year, free.
N. B.—Our agent for Texas, Mr. Peter M. Erhard, in Galveston, is authorized to issue steerage passage orders at the following through rates:
From Bremen to Galveston, $42.
From Bremen to Indianola, $45 50.
The company reserves the right to change the route of the steamers, their advertised days of departure and the prices of passage.
Passage tickets from Bremen, Southampton or Havre to New Orleans issued by the undersigned.
For further particulars apply to
ED. F. STOCKMEYER & CO., Agents,
au31 1y 42 Union street.

RAILROADS.

NEW ORLEANS AND MOBILE RAILROAD. (MOBILE FAST LINE.)
THE SHORTEST ROUTE TO EASTERN CITIES.
DAILY PASSENGER TRAINS.
On and after Sunday, August 31, 1879, trains will arrive and leave depot, foot of Canal street, as follows:

LEAVE.	ARRIVE.
No. 3 Express daily ..... 5:00 p.m.	No. 2 Express, daily ..... 7:41 a.m.
No. 5 Coast Accommodati'n daily except Sunday ..... 3:30 p.m	No. 6 Coast Accommodati'n daily except Sunday ..... 9:25 a.m.

Tickets may be obtained and Sleeping Car Berths secured in advance on application at the office corner Camp and Common streets, opposite City Hotel.
D. B. ROBINSON, Superintendent.
d1 1y J. W. COLEMAN, Ticket Agent.

GREAT JACKSON ROUTE.
CHICAGO, ST. LOUIS AND NEW ORLEANS RAILROAD.
THE QUICKEST ROUTE EAST.
Trains will leave and arrive at the Calliope Street Depot, on and after July 6, 1879, as follows:

Leave.	Arrive.
Exp. No. 1, 5:15 p. m.	Exp. No. 2, 9:45 a. m.
Mixed No. 3, 7:00 a. m.	Mixed No. 4, 7:30 p. m.

Nos. 1 and 2 run daily, Nos. 3 and 4 daily, except Sunday.
Saturday Accommodation for McComb City leaves at 3:30 p. m.
SUNDAY EXCURSION to McComb City leaves at 7 a. m.
PULLMAN PALACE SLEEPING CARS THROUGH TO LOUISVILLE, CINCINNATI, COLUMBUS, O., AND CHICAGO WITHOUT CHANGE, and for ST. LOUIS a Sleeper is attached at Milan, enabling passengers to go through without leaving the train. Only ONE CHANGE TO NEW YORK and EASTERN CITIES.
Sleeping cars through to CHATTANOOGA, for the Virginia Springs, daily, without change.
Tickets for sale, berths secured and information given at No. 23 Camp street, corner of Common.
A. D. SHELDON, Ticket Agent.
F. CHANDLER, General Passenger Agent.

STEAMBOATS.

ST. LOUIS.

ST. LOUIS AND NEW ORLEANS
ANCHOR LINE.
For St. Louis and all way landings.
GOLD DUST ..... McCord master
Leaves on WEDNESDAY, Sept. 10, at 5 p. m.
CITY OF ALTON ..... Bixby master
Leaves SATURDAY, September 13, at 5 p.m.
THROUGH AND EXCURSION Tickets for sale to all points North, East and West.
The boats of this line pay particular attention to all way and plantation business.
J. B. WOODS, General Agent.
ja1 tf 104 Common street.

KOUNTZ LINE.
ST. LOUIS AND NEW ORLEANS PACKET.
FOR ST. LOUIS, CA