STEAMBOAT DEPARTURES

Wednesday, September 20.

ASPINWALL ..... EL DORADO, Gray ..... 8 AM
LAFOURCHE ..... C. D. Jr., Delferne ..... 9½ AM
COVINGTON ..... LENORA, Dennick ..... 11 AM
MOBILE ..... OREGON, Hehn ..... 12 M
VICKSBURG ..... LAUREL HILL, Cotton ..... 5 PM
PORT HUDSON ..... CITY, Usa ..... 5 PM
ST. LOUIS ..... CRYSTAL PALACE, Keith ..... 5 PM
ST. LOUIS ..... MATTIE WAYNE, Robertson ..... 5 PM
RED RIVER ..... FULTON, Lewis ..... 5 PM

Thursday, September 21.

OCEAN SPRINGS ..... CREOLE, Poe ..... 9 PM
MOBILE ..... FLORIDA, Grant ..... 12 M
ST. LOUIS ..... MARTHA JEWETT, Carle ..... 4 PM
ST. LOUIS ..... L. M. KENNETT, Boothman ..... 4 PM
ST. LOUIS ..... S. P. J. TRASCH, Tucker ..... 5 PM
VICKSBURG ..... H. M. WRIGHT, Clarke ..... 5 PM
RED RIVER ..... SYDONIA, Kavanaugh ..... 5 PM

Friday, September 22.

BAYOU SARA ..... NEW LATONA, Gross ..... 10 AM
COVINGTON ..... LENORA, Dennick ..... 11 AM
MOBILE ..... OREGON, Hehn ..... 12 M
ASHTON ..... FRANK LYON, Eaves ..... 5 PM

☞ SHIP HENRY GRINNELL, Capt. Ulrick, from Liverpool, is now ready to discharge cargo at Post ---, Third District. Consignees are requested to attend to the receipt of their freight on the Levee. All goods not permitted within five days will be sent to the Public Stores at the risk and expense of the owners thereof.
J. P. WHITNEY & CO., 81 Camp street.
N. B. No goods delivered until receipted for on the Levee. s18

☞ SHIP EXPRESS, Captain Burdick, from Liverpool, is now ready to discharge cargo at Post ---, Third District. Consignees are requested to attend to the receipt of their goods on the Levee. All goods not permitted within five days will be sent to the Public Stores at the risk and expense of the owners thereof.
J. P. WHITNEY & CO., 81 Camp street.
N. B. No goods delivered until receipted for on the Levee. s19

☞ The bark JAS. BRIANT, Capt. Lovett, from Boston, is now discharging her cargo opposite Post 21, Second District. Consignees will please attend to the receipt of their goods on the Levee.
GEO. W. HYNSON & CO., 78 Camp street.

☞ SHIP DIANA, Captain Cutter, from Boston, is now discharging her cargo at Post 34, First District. Consignees will please attend to the receipt of their goods on the Levee.
GEO. W. HYNSON & CO., 78 Camp street. s8

☞ THE CONSIGNEES of seven cases Merchandise marked Ordway & Edwards, Fulton, Ark., consigned to order per ship Diana from Boston, will please make themselves known to the undersigned clerk on the Levee, otherwise they will be stored at their expense and risk.
GEO. W. HYNSON & CO., 78 Camp st. s6

THE DAILY CRESCENT.

ANOTHER MURDER. — Thomas McShane, the man who was stabbed in the abdomen on Sunday night last on Philippa street, died yesterday morning at the Charity Hospital. Deputy Coroner Terrell was engaged in holding an inquest on the body up till a late hour last night, when the jury adjourned till 12 o'clock to-day, for the purpose of taking further testimony. It is to be hoped they may be enabled to discover the perpetrators of this dark deed.

THE RIOTS.—We trust that the riots which of late prevailed to such an alarming extent have now forever ended. Last night the regular organized police, aided by a small citizen patrol, were on duty, and not the slightest disturbance manifested itself in any portion of the city. This will certainly be received by all citizens as cheering news. The heavy rains which have fallen for two or three nights past have, no doubt, had their effect in restoring order. Men do not like to engage in riots during a heavy elemental storm.

FIRST DISTRICT.

Last night as Recorder Summers was passing along Lafayette street he observed Corporal Algeo and watchmen Lynch and O'Neil in a coffee-house, near the levee, amusing themselves by drinking and carousing just as if that were their legitimate business. They were arrested for neglect of duty.

THIEVES ON DUTY.—Officer Hornsby is reported on the police books for having slandered the Police Department by stating that he can point out three thieves among the regularly organized police. If he can, it should be done.

THIRD DISTRICT.

A RIOTER.—A fellow named Joseph O'Toole was last night arrested on Levee street, when indulging in a noisy and inflammatory harangue, which was evidently intended to create a riot. It is to be hoped that Recorder Souzeneau will attend strictly to Mr. O'Toole's case. All the other arrests in this District during last night were for drunkenness and trivial cases of assault and battery.

FOURTH DISTRICT.

GOAT STOLEN.—William Coslow was arrested and held for an examination on a charge of having stolen a valuable goat from the premises of Mrs. Culligan on Magazine street.

A DOUBTFUL STORY.—A correspondent of the Petersburg Express, writing from Charlestown, Va., makes the following statement, for the truth of which we can not vouch. We remember that it is not long since a story was circulated among the newspapers of the country that an ancient watch, which once belonged to George Washington, had been unearthed near the site of old Fort Du Quesne, and we had always given the General credit for more prudence than to scatter his valuables broadcast over the land. Barnum is no doubt by this time in possession of the watch and both seals. Here is the story:

"Washington was accustomed to wear two seals to his watch—one gold and the other of silver. Upon both of them the letters 'G. W.' were engraved, or rather cut. These seals he wore as early as 1754, and they were about his person on the terrible day of Braddock's defeat. On that day he lost the silver seal. The gold one remained with the General until the day of his death, and was then given by him to his nephew, a gentleman of Virginia, who carefully preserved it until about seventeen years ago, when, in riding over his farm he dropped it, and could never recover it. The other day the gold seal, lost seventeen years ago, was *ploughed up*, recognized from the letters 'G. W.' on it, and restored to the son of the gentleman to whom Washington had presented it. At almost the same moment the silver seal, lost in 1854, just one hundred years ago, was *ploughed* up on the site of the battle in which Braddock was defeated; and, in like manner, recognized from the letters 'G. W.' So that in a very short time the two companions will be again united. I have this whole statement from the most reliable source possible—namely, from the gentleman himself, who has thus had restored to him these precious mementoes of his great ancestor. The affair is but one more proof of an oft-stated maxim, that truth beggars fiction in strangeness. I repeat, that there is not the slightest exaggeration or misstatement in the matter; and no room for mistake. In legal phraseology, the truth 'excludes every other hypothesis.'"

ILLINOIS CENTRAL RAILROAD LANDS.—Few persons fully appreciate the quantity of land that is contained in the grant in aid of the Illinois Railroad. The quantity is 2,600,000 acres. How much is two millions six hundred thousand acres? Not much less than the dimensions of the whole of the State of Connecticut, as follows:

Official returns of Connecticut ..... 2,733,879 acres.
Lands patented to Illinois Central R. R. .. 2,572,069 acres.

A person or company that should own the whole State of Connecticut in fee, free of debt, with all its rocks, rivers, swamps, bays, hills, dales, and valleys, would be possessed of a good farm, notwithstanding a very large proportion of it would be unremunerative, being unsusceptible of cultivation and ineligible for occupation. The State of Connecticut contains 369,000 inhabitants, 60,378 dwellings, 547 miles of railroad, and a taxable valuation of $300,000,000.

This is what has grown up upon a "patch" of land equal to the quantity owned by the Illinois Railroad, but far beneath it in value. The land owned by the road is all selected for its fertile qualities and eligible location. There is none of it waste or unprofitable. There is no portion of it remote from railroad conveyance to the best markets North or South. It is all accessible to the most abundant supplies of bituminous coal; the whole quantity of coal in the whole Union is 183,000 miles, one-third of which is in Illinois. The supply of timber by railroad from the north is limitless. Here are all the elements for the support of an immense population. [United States Economist.

FEMALE TELEGRAPH OPERATORS.—The fair sex are now employed as the principal operators in the telegraph offices in England. The London correspondent of the National Intelligencer, in his letter of the 24th ult., says:

"The occasion of the opening and prorogation of Parliament are always field days at the electric telegraph stations, owing to the general desire throughout the country to receive the royal speech with the utmost possible dispatch. All the officials are on the *qui vive*, picked hands are appointed to work the instruments communicating with the principal stations, and a spirit of friendly rivalry prevails among the manipulators as to who shall transmit correctly the greatest number of words within a given time. Upwards of one hundred and fifty clerks are generally engaged in forwarding, receiving and transcribing Her Majesty's address; and on Saturday, for the first time, the services of the female clerks now employed at the Electric Telegraph Company's central station were called into requisition. They forwarded the speech with remarkable rapidity, in one or two instances equalling, if not surpassing, the speed and correctness of their more experienced male coadjutors. It may not be generally known that the Electric Telegraph Company have established departments for young girls, under a matron, with the view of affording a wider and more intellectual scope for female employment; and the experiment promises to be highly successful. The most rapid result of Saturday's sending was at a rate of thirty-five words per minute. The transmission to the continent (*via* the Hagus) was effected in twenty minutes."

TROUBLE AMONG COTTON GROWERS.—The Clayton (Ala.) Banner of a recent date states that considerable excitement has been caused at that place and Eufaula, by the announcement that suits had been instituted by one E. M. Keils against a number of farmers, under section 980 of the code, which reads:

"All owners of cotton gins must mark upon each bale of cotton ginned at such gins, the initials of their names, and the county in which such gin is situated; and failing to do so, are liable to a penalty of five dollars on each bale, to be recovered by any person suing for the same."

Keils has instituted suits for penalties amounting to about $20,000, and should he persist in instituting suits against all who have subjected themselves to penalties, they will amount to not less than $100,000. Meetings have been held at Clayton and Eufaula to express indignation at the proceedings of Keils, and there appears to be a determination to resist the suits by all lawful means.

ARREST OF A MAIL ROBBER.—We copy the following from the Cincinnati Enquirer:

"William J. Brown, the United States mail agent in the West, yesterday made the arrest of Clinton W. Pickett, lately employed as a clerk in the Post-office of this city. Assistance in ferreting him out was given by officers Adams and Hoke. He was employed at the time of his arrest in the Counterfeit Detector and Exchange office of T. W. Lord. About $100 of half notes were found hidden in the house formerly occupied by his father, who is a very respectable citizen. To this robbery, and several others, amounting in the aggregate to about $400, he made confession, and was committed for the charge.

"To his guilt he has also confessed, and he has added guilt in his new post. Letters, with inclosures, owned by Mr. Lord, were found with him, and he confessed also to that crime."

BUSINESS AT BUFFALO.—The Buffalo Courier of the 9th inst. says:

Our docks present a scene of bustle and activity indicating a prosperous season for all those engaged in commission business or in the carrying trade. We were told yesterday by a gentleman interested in one of the Elevators that thus far this year he had handled as much grain as he did during the whole year of 1853, and that other Elevators had done a business equally as large. Vessel owners are understood to be reaping a golden harvest, with a prospect before them in the regularly organized route encouraging.

LAW SCHOOL AT NASHVILLE.—The Banner says that the steps necessary to the establishment of this school are nearly completed, and that it will open on the first Monday of October. The Banner adds:

The course of instruction will include all the branches of the Common Law in a of Equity, and will consist of daily recitations, oral instructions on the lessons of the day, lectures and forensic discussions on moot courts. This course embraces every branch usually taught at the best law schools, and every mode of instruction the utility of which has been tested by experience. The corps of professors will be so complete as to ensure the execution of the plan.

QUICKSILVER MINES.—The Tuscaloosa Observer says that there is a deposit of quicksilver to be found on the road from Tuscaloosa to Fayette Court House, fourteen and a half miles from the latter place.

KILLED BY LIGHTNING.—We learn that Hezekiah H. May was killed by lightning on Sunday, the 25th ult., on his return from preaching at Bulah Church to his father's house in this county. The mule he was riding was also killed. Mr. May was about 19 years of age, and was the son of Moody H. May, Esq., near Knoxville. [Greene Co. (Ala.) Whig.

SACRILEGIOUS OUTRAGE.—It appears from an advertisement in our columns this morning that some person or persons entered the grave yard, near Upper Alton, on the night of the 5th inst., and attempted the diabolical outrage of exhuming the body of Mrs. Dunlap, whose death was announced in our paper a few weeks since. These whose souls are so callous as (for any purpose except what the affection of relatives may dictate) to disturb the remains of the honored dead, and open afresh and merciless the aching wounds of hearts already grief-stricken, deserve neither the rites of burial nor the tears of affliction at their decease. We sincerely hope the perpetrators of this cruelty will be brought to justice, and so punished that if the world holds others so heartless, they may be deterred by the example made. [Alton Courier.

A RIOT AT SANDERSVILLE.—A disgraceful affray occurred in our town on Tuesday last, in which one peaceable and quiet citizen was severely wounded, two other men got their heads broke, and the consequence of which is, that two individuals are bound over to answer for an assault with intent to kill, at the next term of the Supreme Court.

We speak it in praise of the town authorities and the citizens, that the riot was promptly suppressed, and two of the offenders had leisure in jail for sober reflection.

We were penning the above on Wednesday afternoon, when we were startled by successive pistol shots, and a friend informed us that two young men had exchanged shots, with what result we did not know. Hastily walking around to the scene of strife, we arrived in time to see one young man, a citizen of an adjoining county, of respectable and most estimable family, knocked down with a chair, and a knife driven to the handle in his back; and another (one of the parties just out of jail, for the riot the day before,) felled like an ox, by a blow from the same chair, and lying apparently lifeless upon the ground, while some half a dozen individuals, drunk with passion, with sticks, pistols and knives, in wildest excitement, seemed ready for any emergency, however desparate. Six pistol shots were fired, but providentially none took effect. Though but for the courageous, almost reckless daring of our friend, Asahel Beach, Esq., who rushed between the two young men who had their pistols drawn, and at the risk of his own life, seized one of them, one or the other must certainly have been killed. [Central Georgian, 12th inst.

MARRIED AGAINST HIS WILL.—Sir Walter Scott used to relate the following anecdote:

"My cousin Watty," said he, "was a midshipman some forty years ago at Portsmouth; he and two other companions had gone on shore and overstayed their leave, spent all their money and run up an immense bill at a tavern on the Point. The ship made a signal for sailing, but the landlady said:

"No gentlemen, you cannot escape without paying your reckoning," and she accompanied her words by appropriate actions, and placed them under the keeping of a sufficient number of bailiffs.

They felt they were in a scrape, and begged to be released.

"No, no," said Mrs. Quickly, "I must be satisfied some way or other; you must be aware, gentlemen, that you must be totally ruined if you don't get on board in time."

They all made long faces and confessed that it was true.

"Well," said she, "I'll give you a chance. I am so circumstanced here that I cannot carry on business as a single woman, and I must contrive somehow to have a husband, or, at all events, I must be able to produce a marriage certificate, and therefore the only terms on which you shall leave to go on board to-morrow is, that one of you consent to marry me; I don't care a snap which it is, but by all that's good, one of you I will have or all three go to jail, and let your ships sail without you."

The virago was not to be pacified, and the poor youths, left to themselves, agreed after a time to draw lots, and it happened to fall on my cousin. No time was to be lost, and so off they marched to the church, and my poor relative was forthwith spliced. The bride, on returning, gave them a good dinner, and several bottles of wine apiece, and having tumbled them all in a wherry, sent them off. The ship sailed, and the young men religiously adhered to the oath of secrecy they had made previous to drawing lots.

The bride, I should have said, was the first to propose an eternal separation.

Some months after, at Jamaica, a file of papers reached the midshipman's birth, and Watty, who was observed to be looking over them, carelessly reading an account of a robbery and murder at Portsmouth, suddenly jumped up in estasy, and forgetting his obligation of secrecy, cried out—

"Thank heaven, my wife is hanged!"

From Rio de Janeiro.

Through the courtesy of Capt. Wolfe, of the ship Rebecca, we are placed in possession of full files of the *Jornal de Comercio* to the 7th ult., seventeen days later than the latest news previously received thence. The general intelligence in them is of no other than local interest. They contain lengthy reports of debates in the two branches of the Legislature, but the subjects of discussion are also chiefly local, such as judicial and commercial reform.

In the *Jornal* of the 5th we find a commercial review for the previous month. Importation had maintained a steady average, no article being supplied in excess of demand except malt liquors. Prices had undergone no alteration except those of butter and salt. The former had fallen 100 reals per pound, and the other had advanced from 100 to 200 reals per alquiere. Wine and oil maintained satisfactory prices. Russian and Swedish products continued to rise, and holders would not sell except at high rates, in consequence of the news of the quantity of pitch, tar, timber, etc., destroyed by the allies in Finland.

Coffee had fallen 100 reals per arroba, and there had consequently been constant animation in the market during the first three weeks of the month.

Sugar from the North had fallen 300 reals per arroba.

A stock company had been established in Rio de Janeiro for the purpose of carrying on banking and exchange operations, under the firm of Maria, McGregor & Co.

During the month 60 vessels, of 20,811 tons, entered the port; 7 of them were *en route* to other destinations, and 11 in ballast. In the same month last year 118 vessels, of 31,546 tons, entered. Of those entering last July, only 4 were from the United States, 3 from Baltimore, and 1 from Boston.

The imports of flour amounted to 19,726 barrels, exceeding those of June by 6305 barrels. The sales amounted to 19,550 against 23,000 in June. About 11,400 barrels remained in first hands, and 15,700 in second hands. The quotations are for Richmond, from 25|000 to 26|000; Baltimore 21|500 to 22|000; South Western 24|500.

During last July, 73 vessels, of 33,527 tons, left the port—48 with products of the country, 9 with the cargo with which they entered, and 16 in ballast. In July, 1853, 102 vessels of 27,211 tons left the port.

The coffee market was very animated at the commencement of the month, the sales to the 6th, inclusive, amounting to 41,000 bags, principally for Europe, at a decline of 100 reals. Quotations are: 4|200 to 4|300; first good, 3|800; first regular, 3|400 to 3|500; second good, 3|200 to 3|300; second ordinary, 2|900 to 2|100; 4|000 to 4|200 for lots for the United States; 3|700 to 4|100 for lots for Europe. From the 7th to the 13th the sales reached 30,000 bags, principally of superior and first good qualities. The following week the animation continued at very firm prices, principally for the United States; but from the 24th to the end of the month little was done. The whole sales of the month were 56,000 bags for the United States, 61,000 for the British Channel and the North of Europe, and 8,000 for the Mediterranean.

Freights for the United States were unaltered. Those for Europe had advanced from 10 to 15s. The quotations are: 50 to 60s. for the British Channel, 50 to 55s. for the Mediterranean, and 65 to 90c. for the United States.

On the 4th the ship Maxwell, for this port, had 3000 bags on board; the White Cloud for New York, 949 bags; the B. W. Jordan for New York, 600 bags.

The *Jornal del Comercio* publishes intelligence from Uruguay to the 15th of July. The legislative session had been closed. A law securing the liberty of the press, and another establishing a national bank of discount and deposit, with a minimum capital of $2,000,000, had previously been passed. The press law, however, prohibits all attacks on friendly powers, and the discussion of internal political questions calculated to disturb the peace of the country!! The smallest pecuniary penalty for violating this law is $1000, the highest $4000; the shortest term of imprisonment and banishment is six months, the longest twelve months. There are other similarly liberal provisions.

The following is a list of American vessels in the port of Rio Janeiro, on the 7th August last, as reported by Capt. Wolff:

Ships Palmyra, Weeks, loading for Hampton Roads; Gray Eagle, Kinsman, unknown.

Barks Mary Sawyer, Bartlett, for Boston; Phoenix, Mason, for New York; Creole, Coffin, for Baltimore; Conrad, Smack, for Philadelphia; White Cloud, Todd, unknown; Bella Stewart, Stirling, unknown; Cora, Burnham, unknown.

Schrs. Lynchburg, Nelson, unknown; Dunville, Dodge, unknown; and U. S. frigate Savannah.

The ship Amelia, Brinker, for this port, sailed August 5. [Eve Pic.

NEW ORLEANS MARKETS.

CRESCENT OFFICE,
Wednesday Morning, September 20, 1854.

COTTON.... The demand yesterday continued fair and fully 2000 bales changed hands at full prices. We quote:

NEW ORLEANS CLASSIFICATION.

Inferior	5 @6	Middling Fair	9½@ 9¾
Ordinary	8¼@8¾	Fair	10@—
Middling	8 @8½	Good Fair	—@—
Good Middling	9 @9¼	Good and Fine	—@—

COTTON AND TOBACCO STATEMENT.

	Cotton—bales.		Tobacco—hhds.	
Stock on hand Sept.		28,673		23,712
Received since	30,540		568	
yesterday	53—30,387		000— 568	
		57,065		24,280
Exported to date	15,405		3,968	
yesterday	000—15,405		000— 3,968	
Stock on hand not cleared		41,660		20,322

TOBACCO.... We heard of 46 hhds sold, of which 1 at 5¼, 4 at 6c, and 41 Mason county at 6¾@ ℔ lb.

SUGAR AND MOLASSES.... Sales confined to small lots at previous rates.

FLOUR.... Market dull. Sales 1200 bbls, including 900 Superfine St. Louis in three lots, at —, ($7 75 or over,) 150 Extra at $8 12½, and 100 do at $8 50 ℔ bbl.

GRAIN.... Corn was still quiet, and the sales were confined to about 500 sacks White Mixed at 60c for ordinary and 70@75c ℔ bushel for good.... Of Oats, 200 sacks St. Louis were sold at 42½ ℔ bushel.... A sale of 200 sacks Bran at $1 50 ℔ 100 lb.

HAY.... The sales included 72 bales Western at $31, and a small lot at $34 ℔ ton.

PROVISIONS.... Mess Pork was retailing at $15 50 ℔ bbl, and 100 bbls inspected sold on private terms.... Of Bacon, we noticed only retail sales at 8¼@ ℔ lb for ribbed Sides.... Lard was steady with sales of 410 bbls prime at 12c ℔ lb.

SALT.... We noticed a sale of 1700 sacks Liverpool Coarse, at the New Basin, in bad order, at $1 05 ℔ sack.

WHISKY.... Lower, and 100 bbls Rectified were offering at 33c ℔ gallon. Extra was retailing at 39@40c for Oliver's, and 42c for Dexter's.

FREIGHTS.... A ship was taken for Liverpool at ¾d for Cotton.

EXCHANGE.... Demand moderate but rates generally firmer. We quote:

Sterling	109¾@109¾
Francs	5f.8¾@5f.16¼ ℔ dollar
New York Sixty-day Bills	1½@2 ℔ ct. discount
Sight Checks on New York	1 ℔ cent premium

NEW ORLEANS CATTLE MARKET

JEFFERSON CITY,
Tuesday Evening, September 19, 1854.

The arrivals to-day were unimportant. About 60 head of Western and 550 Texas Beeves, with nearly 600 Sheep, 900 Hogs, 24 Milch Cows and a moderate supply of Veal Cattle. Butchers are mostly supplied with Hogs and the market dull.

—PRICKS.—

BEEF CATTLE, Rough Western	—@3	¢ ℔ lb net
" Fine to Choice	8½@9	¢ ℔ lb net
" Texas and Attakapas	4½@5½	¢ ℔ lb net
" Fair and Choice	6@6½	¢ ℔ lb net
HOGS	4¾@5¼	¢ ℔ lb net
SHEEP (in lots)	$2 50@$3 25	℔ head
" (Choice)	$3 50@$4	℔ head
MILCH COWS	$25 00@$35 00	℔ head
" (Choice)	$50 00@$75 00	℔ head
CALVES AND YEARLINGS	$6 00@$8 50	℔ head

PHILADELPHIA COAL—100 tons Red Ash Coal, egg size; 100 tons Lehigh Coal, egg size, large lumps, in bulk; 80 tons Lehigh Coal, egg size, in casks, for sale to arrive.
s19 J. H. ARBARDIER & CO, 83 St. Charles street.

PORT OF NEW ORLEANS.

OFFICE OF THE DAILY CRESCENT.
Wednesday Morning, September 20, 1854.

CLEARED YESTERDAY.

Steamship El Dorado, Gray, for New York, via Havana, Schr Mary Caroline, Long, for Sisal and Campeachy, O Wickham & co
Schr Martha, Bates, for Pensacola, John Harley & co

ARRIVED.

Ship Oswego, Williams, 36 days from New York, to J O Woodruff & co 1st district.
Ship Wellfleet, Bradford, 26 days from Boston to C A Farwell—3d do.
Ship Rebecca, Wolf, 59 days from Rio de Janeiro, to A F & W H Eliot—1st district.
Schr Democrat, ——, from Springfield.

Below—Coming Up.

Ship Levi Woodbury, Nickerson, from Boston, with 800 tons ice to J L Warner & co
Brig's ship Evangeline, from Liverpool, to Thomas Rogers, Jr.
Ship Silas Richman, from New York, to A Cohen.
1 French brig—— known.

Steamboats.

Florida, Grant, from Mobile.
Fulton, Lewis, from Alexandria.
Towboat Angelo Vernon, Rinehart, from the Parases—went down High—brought up ships Oswego, Wellfleet and Rebecca.

MEMORANDA.

The steamer Fulton left Alexandria on the 16th instant, reports three feet water in the river and falling.

Captain Wolff, of the ship Rebecca, arrived yesterday morning, reports the following list of American vessels in the port of Rio de Janeiro on the 7th of August: Ship Palmyra, Weeks, loading for Hampton Roads; ship Gray Eagle, Kinsman—unknown; bark Mary Sawyer, Bartlett, for Boston; bark Phoenix, Mason, for New York; bark Creole, Coffin, for Baltimore; bark Conrad, Smack, for Philadelphia; bark Cora, Burnham—unknown; bark White Cloud, Todd—unknown; bark Bella Stewart, Stirling—unknown; schooner Lynchburg, Nelson—unknown; schooner Dunville, Dodge—unknown; U S frigate Savannah. The ship Amelia, Brinker, sailed on the 5th of August for this port.

EXPORTS.

NEW YORK—Steamship El Dorado—$100,000 in specie, 825 bbls molasses, 100 do flour and sundries.
SISAL—Brig CAMPEACHY—Schr Mary Caroline—800 bbls flour.
PENSACOLA—Schr Martha—800 sacks corn, 10 sacks beans, 90 bbls pork, 4 do lard oil.

IMPORTS.

SPRINGFIELD—Schr Democrat—7 bales cotton A J Wright & co—2 do Byrne, Vance & co.
RIO DE JANEIRO—Ship Rebecca—1000 bags coffee to A F & W H Eliot.
NEW YORK—Ship Oswego—Assorted merchandise.
BOSTON—Ship Wellfleet—Assorted merchandise.

CONSIGNEES.

Per ship Wellfleet, from Boston—Oakey & Hawkins—Ward & Jones—A Baer & co—D Taylor & co—Fritz, Frost & co—T M Daley & co—B L Mason—W A Violett & co—E Gerard & co—Fritz, Converse & co—New-Market—W A Violett & co—Voorhies, Griggs & co—L Bahr—D L Hamlett—S Wolfe—Williams, Bathurst & co—C P Goddecke & co—Hotz & co—Harrington & Adams—J O Woodruff & co—Minhos & Farrell—J Hearn—Wilke & Rawlins—S W Kennedy—Oglesby & Macauley—Cochrane & Hall—Henderson & Peale—Merchants' Express—Brant & Landry—Paul Cook & co—J C Shannon—McDonald & Seamen—North & Simpson—Howell, Gayle & co—Carroll, Pritchard & co—Thornhill & co—Kennedy & Foster—J H Rucker & co—Portersville, Sarchie & co—J S Atkins—T Pecot, jr—Rice & Hathaway—J S G Cromwell—Kelly & Frazier—J Chassing—Rose, Gladden & co—Gunn, Hastings & co—J H Barlow & co—Gunn & Hutchins—J McGregor & co—Berlinghof & Adams—H D Jones—Moon, Thos & co—Charles G Berkley—J P Sims—A Whiting—John Watt & co—S Hopkins, Jr—Boyle & Simmons—T P Ayden—J Bonine—Cash & Holmes—M Miller—H M Barlow & co—G W Dunbar—Hosmer & Clasen—D Bean—Brokner, Stanton & Newman—J M Johnson—McGregor, Alloway & co—W H Latchford & co—B R Carroll—Magee & Kane—A A Jones—J Hobbs & co—Brand & Adams—John L Owen—Frank & co—M Greenwood & co—Switzer, Green & co—Goodrich & co—E Moore & co—George Gamelin—R H Frazier & co—John L Virgin—Guddy, Crutcher & co—Smith & Cooper and others.

Per steamship Black Warrior, from New York—Murray, Miller & co—Jarvis & co—Tittoes & Fair—E J Hart & co—Ward & Jones—Fritz, Frost & co—Tayne & Harrison—Robson & Allen—J O Woodruff & co—Campbell & co—Hamden's Express—M Waring—Bagna & James—Y C Redd—W E Lincoln—Howard & Lee—L Sowers—M Simms—F M John & co—A D Grief & co—C Duhamel—P H Pedgre & co—J J McMahan—George Foster—Rogers, Foley & Avery—Masterson & Peale—F A Howard—J Hughes—H K Langdale—A J Wright & co—A S Kendall—Pipe no 2—Delamare—Godchaux & Bro—T W Marshall & co—J B Saul—J C Morgan—McDowell, Mills & co—H Hall & co—T J Wise—M Simon—M & J Lipman—Hedges & Freeman—Warneke & Kirkhoff—D Avery—J H Clark—Farley, Jurey & co—Carroll Pritchard & co—J Frederick—J & L Rosenthall—E Smith & co—Hall, Keene & co—N G Phillips—Hendricks, Dalzell and others—H. Gaddes—Oakey & Hawkins—D Bean—W Rogers—B Cohen & co—B A Dyer—Bohlit, Miller & co—Mc H Goldsmith—Hall—Lower Connelly & co—J B Jennings—Levy & Cousins—Perkins, Campbell & co—J J Harris—E J Ward & co—J F McDowell—McRae, Coffman & co—D Taylor & co—Lacey & co—I W Lyons & co—Davis & Fretwell—Shaw, Lapsley & co—D Falk & Brothers—E A Lambert—S F Christman—S Mendel—O Armour—Pilkin & co—J E Mathews & co—F Pickle—Weiss & Lenkmann—J Hallall—Mrs E W Rogers—Thomas Peck & co—J W Holmes & co—Miller, Harris & Waldo—A M Solomon—J Rankel—E Leon & co—Smith, Johnson & Scott—J Marks & co—J O Cummings & co—Lewis & McCall—J Winter—Fox, Frost & co—Irwin & Forte—Demarest & Alling—J Ballanden—W Kernoghan—M Jacobs—Smith & Son—F Albert—W Norton—J T Walsh—Sturges & Colby—S Kopaing, jr—Schmidt, Huber & co—Washington Jackson & co—B C Cunningham—Elder & Moreland—U A Pollard & co—Barnett, Dix & co—H Thompson—Jarvis & Woodman—C T Bouldrick & co—Tunell & co—B R Loughlan—Montross & Sullivan—Fellows & co—J Hunter—McCutcheon, Howell & co—Williams, Bathurst & co—Harris & Morgan—Howard & Hall—Bradley, Wilson & co—Masterson & McDougall—Cash & co—Toomey, Tunnicks & co—Garthwaite, Grifin & co—Logan & Lucas—Geo Connolly—Caddy, Crutcher & co—Pierson, Harrison & co—Hedges & Freeman—Warneke & Kirkhoff—D Avery—J H Rucker—Carroll & co—T Wyman & co—Bloomfield & co—Moon, Thos & co—J J Adams & co—Every Stoddard & co—C Yale, jr & co—Grant, Lewis & co—H L Stone & co—Gamble—J M Gould & co—Alexander & Walton—A Whiting—Robb, Henderson & co—E & Reilly—J B Fellows & co—J F Cook & co—J L Sacks & co—D P Scanlan & co—E F Rogers—W A Peck—Wright, Beauchamp & co—J Lyons & co—J W Stanton & co—W F Vredenburgh & co—Greenwood, Norris & Ridgeway—Heald, Massie & co.

Per ship Oswego, from New York—J O Woodruff & co—J Sykes—W O Hodgson—A Brunsman & co—Murray, Miller & co—S H Kennedy & co—A Miller—M White—T C Payne & co—Falkenstein—Dungerat & co—George M Ruckman & co—Bachelor & Fenton—E Peale—Williams, Bathurst & co—F F Foigt & co—A Wading—J Wright & co—C T Bouldrick & co—George Foster & co—Carroll, Pritchard & co—Rogers, Foley & Avery—H Heald—H Ostrom—Ogden & Mills—S M Todd & co—Fellowes & co—Davis & Jackson—G D Meier & co—H L Stone & co—H Peschel & co—Richard Nugent & co—R J Hilpert—Bailey & co—E Sing—J Lalande—Fellows & co—W McCracken—Wickham & co—Buchanan, Carroll & co—Scott & Searing—E J Hart & co—A F Enslen—J J Adams & co—J Marks & co—Harmony Express—Gallaher & co—J Israel—E M Daley & co—S Hopkins, jr—D H Holmes—Folsom, Force & Harrison—Cleveland, Brokker & co—Miles & Adams—T Price & co—Hunter, Mackenzie & Hubbard—Kennedy, Fox & co—E Gerard & co—Lenox & McCall—Garthwaite, Griffin & co—Parkins, Campbell & co—E A Lemarie & co—S J Nelson & co—Williams, Bathurst & co—Adams & co—Goldsmith—Taylor, Hadden & co—Richards, Slocum & co—S W Sims—Price, Converse & co—John Watt & co—Swan, Green & co—R Nimmo & co—T C Payne & co—F Frederickson—Miles, G Dunn & co—T B Blanchard & co—Hemmingway & Feindlander—J Wright & co—D L Mackie—S H Kennedy & co—E Gerard & co—McCoy, Jackson & co—N L Sexton—H Prelhen & co—George Sindlar & co—Fuller, Jurey & co—J Dorenmann—F Kennett & co—H K Carter & co—Hoss, Titus & co—A Narjous & co—Henderson, Terry & co—G Jacobs—F Dreyger—M Sauer—T Cassels—Bradley, Wilson & co—R H Perry & co—Sargeant & Boyle—B Nauns & co—G W Dunbar—J M Barnes—T Dalton—S J W Wilson—Stone & Clara, 8 brackets—Dana, Dana & co—Carroll & Brother—Levy & Caldwell—Rogers, Blair & co—John Harley & co—A Hamilton—C T Bouldrick & co—McKelvey & Sentell—Robson & Allen—Gaddes—Hall & Rand—Cowan, Campbell & co—Schlein & co—Zeiler, King & co—Pierson, Harrison & co—Wright, Davenport & co—J D Demarest & co—N C Paige—T W Guyer—S E Sieves & co—T P Ayden—Sparks & co—Brown, Lewis & co—Sidney, Green & co—Rose & Richards—Taylor & Haddan—R H Frazier & co—McDowell, Mills & co—Dyas & co—Thornhill & co—J C A Pollard—Wood & co—C Carter & Brothers—Sandford & co—Swan—Fendick & co—Oakey & Hawkins—Swanson, Fox & co—Smith & Brother—J W Burbridge & co—R L Adams & co—Robson & Allen—J J Wright—Bates—Buckner, Stanton & Newman—Williams, Bathurst & co—H A Harney—Oglesby & Macauley—W A Violett & co—Cash & co—Inman & co—Tiernant, Tompkins & co—Powell & Hopkins—D Williams & Son—Nuttall, Rodrick & co—J T Donald & co—Hawkins, Inman & co—J Tulane & co—Goldsmith, Huber & co—Stark, Day & Stadler—Probstel & co—S M Wells & co—F Gaines—E A Hickerson—F Bertrand—Michoe & Bernard—Gloyd & Bonnin—L H Adams—J J Rosalie—Davis & Johnson—H Parsons—G Millenberger—Eaton & Hendersen—R K Langdale—J Sandoko—M Martin—H N Peters & co—H Vidal—Lyons & co—J Sroffer—McGrath, Tweed & co—W H Latchford & co—J T Reed & co—C Carter—Miller, Harris & Waldo—R McIlhenny & co—E Weintner—J B Blache & co—Schlein & co—E Finster—J Landis—E B Sayre & co—J Gaech—D H Hawkins—C F Burkett—J E Caldwell—J J Albert—A Marsh—G W Wingfield & co—Cammack, Squires & West—sundries.

RECEIPTS OF PRODUCE.

Per the New Orleans, Jackson and Great Northern Railroad—18 bales cotton to Anderson & Metcalf—5 do Oakey & Hawkins—5 do Payne & Harrison.

MOBILE—Steamer Florida—26 bales osnaburgs H K Carter & co—6 do, 8 boxes tobacco W S Donnell.

ALEXANDRIA—Steamer Fulton—22 bales cotton Ar Millenberger—8 bales Bethany, Overall & co—6 do Cammack, Squires & West—5 do Rogers, Foley & Avery.—9 do Washington Jackson & co—6 do M Pain—12 do Henderson & Peale—15 do Oakey & Hawkins—4 do H Gilly—60 head cattle and sundries to order—Total, 141 bales cotton.

LIST OF VESSELS IN PORT NOT CLEARED.

Ships.		Barks.		Schooners.	
Algoderoo	44,82	Robert I. Lane	41,61	Sylph.	
Cromwell	20,41	Sofia Pratt	61,64	Adams Gray	59,49
Chase	34,41	Nolans	34,67	Kate	48
Elizabeth	30,49	Westminster	39,61	S J Peters	36,32
Frank Pierce	38,42	Barks.		Texas	30,41
Geo Green	37,34	Andenna	91,49	Telegraph	LPT
Hollins	29,41	Alabama	43,61	Schooners.	
Hydra	44,41	Avalanche	56,41	Cornelia	LPT
Julia	38,43