NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, BY NIXON & ADAMS, AT NO. 70 CAMP STREET.

VOLUME X. FRIDAY MORNING, OCTOBER 23, 1857. NUMBER 197.

SEA-GOING VESSELS.

TEXAS AND MEXICO.

To sail on SATURDAY, October 24th, at 8 o'clock A. M. Reduced Rates to Galveston—cabin passage $10, meals included.

SOUTHERN STEAMSHIP COMPANY—For GALVESTON & INDIANOLA—The superior coppered and copper fastened steam-ship **Charles Morgan**, Henry Place, commander, will sail as above. For freight or passage, having elegant accommodations for passengers, apply to

HARRIS, MORGAN & CO., foot of Julia street.

☞ Shippers must provide themselves with the steamer's form of bills of lading—none other signed.

The steamships of this Company will hereafter pay lighterage on goods from Powder Horn to Levees. o23

To sail on WEDNESDAYS and SATURDAYS.

FOR GALVESTON AND MATAGORDA BAY—SOUTHERN STEAMSHIP COMPANY'S REGULAR LINE.

Charles Morgan, Mexico, Texas, Atlantic,

The public are respectfully informed that one of the above steamers will leave the wharf, foot of Julia street, on every WEDNESDAY and SATURDAY MORNING, at 8 o'clock, punctually.

For freight or passage, having elegant accommodations for passengers, apply to HARRIS, MORGAN & CO., opposite Steamship Landing.

N. B.—The ATLANTIC will leave for Brazos via Galveston only every alternate Thursday. o21 3m

To sail on SUNDAY, November 1st, at 8 A. M.

FOR VERA CRUZ—U. S. M. LINE—The superior coppered and coppered fastened steamship **Tennessee**, T. Forbes, commander, will leave for Vera Cruz, as above, punctually, carrying the U. S. Mails. For freight or passage, having elegant accommodations for cabin and steerage passengers, apply to

HARRIS, MORGAN & CO., foot of Julia street opposite the Steamship Landing.

☞ No freight will be received without an order from the agents. o20

LIVERPOOL.

FOR LIVERPOOL—THE ALWAYS FAST sailing American ship **Carnatic**, Bishop, master, having nearly all her cargo engaged and going on board, will have dispatch. For freight of 300 bales cotton, apply to

BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Eliza Tabor**, Pettengill, master, is now loading, and will have immediate dispatch. For freight of 300 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet st.

For passage, apply to the captain on board. o21

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Enoch Train**, Capt. Rich, is now loading and will have immediate dispatch. For freight of 500 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet street.

For passage apply to the captain on board. o21

FOR LIVERPOOL—THE ALL FAST SAILing American ship **J. P. Whitney**, Capt. Gray, is now loading and will have quick dispatch. For freight of 400 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet street.

For passage, apply to the Captain on board. o21

FOR LIVERPOOL—THE ALL FAST SAILing American ship **American Union**, Otis, master, is now loading and will have immediate dispatch. For freight of flour or cotton, apply to

BAXTER, LOVELL & CO.

For passage, having fine accommodations, apply to the master on board, Pier 18, First District. o20

FOR LIVERPOOL—THE BRITISH SHIP **Lancashire**, Capt. R. Hutchinson, is now loading for the above port. For freight or bulk of 500 bales cotton, apply to

G. W. OLIVER & CO.,

o19 26 Carondelet street.

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Marquette**, James Watts, master, is now loading and will have immediate dispatch. For freight of 400 bales cotton, apply to

JONES, MACKINDER & CO., 91 Gravier st.

For passage, apply to the captain on board. o19

FOR LIVERPOOL—THE ALL FAST SAILing American ship **J. P. Whitney**, Capt. Gray, is now loading and will have quick dispatch. For freight of 400 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet street.

For passage, apply to the Captain on board. o21

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Aquilla**, Oliver, master, having the greater part of her cargo engaged, will meet with dispatch. For freight of 300 bales cotton, apply to

J. H. ASHBRIDGE & CO., 120 Common st.

o12

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Ina Russell**, Capt. Williams, is now loading and will have immediate dispatch. For freight of 300 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet st.

For passage apply to the captain on board. o12

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Assyria**, Capt. Delano, is now loading and will have immediate dispatch. For freight of 500 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet st.

For passage, apply to the captain on board. o25

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Ariel**, Capt. Delano, is now loading and will have immediate dispatch. For freight of 500 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet st.

For passage, apply to the captain on board. o25

FOR LIVERPOOL—THE ALL FAST SAILing American ship **Crown Point**, Capt. Cook, having nearly all her cargo engaged and going on board, will have immediate dispatch. For freight of 500 bales cotton, apply to

BAXTER, LOVELL & CO.

n25

HAVRE.

FOR HAVRE—THE ALL FAST SAILING American ship **Adelaide Bell**, Flagg, master, is now loading and will have immediate dispatch. For freight of 400 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet street.

For passage, apply to the captain on board. o21

FOR HAVRE—THE NEW ALL FAST SAILing American ship **National**, Capt. Hoyt, is now loading and will have immediate dispatch. For heavy freight, or freight of 500 bales cotton, apply to

BAXTER, LOVELL & CO.

o22

FOR HAVRE—THE ALL FAST SAILING American ship **New England**, Capt. Edge, having nearly all her cargo engaged, will have immediate dispatch. For freight of 300 bales cotton, apply to

BAXTER, LOVELL & CO.

For passage, apply to the captain on board, Pier 19, Third District. o20

FOR HAVRE—THE ALL VERY FAST SAILing American ship **Kate Hunter**, Trefethern, master, is now loading and will have immediate dispatch. For freight of 400 bales cotton, apply to

JONES, MACKINDER & CO.,

91 Gravier street.

For passage, apply to the captain on board. o21

FOR HAVRE—THE ALL FAST SAILING American ship **Ocean Pearl**, Chandler, master, is now loading and will have immediate dispatch. For freight of 500 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet street.

For passage, apply to the captain on board. o26

FOR BREMEN—THE ALL FAST SAILING Bremen brig **Jeverland**, Capt. ——, having nearly all her cargo engaged, will have dispatch. For balance of freight, apply to

BAXTER, LOVELL & CO.

o22

CADIZ.

FOR CADIZ—PASSAGE ONLY—THE ALL fast sailing American ship **Osterwald**, Jarvis, master, is now loading and, having nearly all her cargo engaged, will have immediate dispatch. For passage, having fine accommodations, apply to captain on board.

o16 J. P. WHITNEY & CO., 35 Carondelet street.

GLASGOW.

FOR GLASGOW—THE FAST SAILING American ship **Amelia**, Capt. Wallace, is now loading and will have immediate dispatch. For freight, apply to

CREVY & FARWELL, 39 Natchez street, or J. P. WHITNEY & CO., 35 Carondelet st.

For passage, having elegant accommodations, apply to the captain on board. o19

BORDEAUX.

FOR BORDEAUX—THE ALL VERY FAST sailing American bark **William and Jane**, Capt. Cubbs, having the bulk of her cargo engaged and going on board, will meet with quick dispatch. For remainder of freight, apply to

BAXTER, LOVELL & CO.

LEGHORN.

FOR LEGHORN—THE ALL FAST SAILing ship **James Thicomb**, Dean, master, having nearly all her cargo engaged, will have immediate dispatch. For freight or bulk of 150 bales cotton, apply on board, or to J. H. ASHBRIDGE & CO.,

o6 120 Common street.

ANTWERP.

FOR ANTWERP—THE FAST SAILING American ship **Ashland**, Capt. Clark, having nearly all her cargo engaged, will have dispatch. For balance of freight, apply to

BAXTER, LOVELL & CO.

s19

GENOA.

FOR GENOA—THE ALL FAST SAILING bark **Carlo Mauran**, Capt. Andreo, having very nearly all her cargo engaged, will meet with dispatch. For freight or passage, apply on board, or to

J. H. ASHBRIDGE & CO., 120 Common st.

o20

FOR GENOA—THE ALL FAST SAILING American ship **Danube**, Capt. Gedine, having nearly all her cargo engaged, will have immediate dispatch. For freight of 300 bales cotton, apply to

BAXTER, LOVELL & CO.

o2

MARSEILLES.

To sail in a few days.

FOR PHILADELPHIA—KEYSTONE LINE—All very fast sailing American brig **C. W. Poultney**, Capt. Meacham, has nearly all her cargo engaged, and will sail as above. For balance of freight, apply to J. H. BASS,

s12 No. 119 Common street.

BELIZE HONDURAS.

FOR BELIZE HONDURAS—THE ALL fast sailing British brig **Ida**, Gardner, master, will have immediate dispatch. For freight or passage, apply to BARELLI & CO.,

o9 61 Common street.

WANTED.

WANTED—A GOOD SHIP OR BARK TO load in Dispatch Line for Boston; early and quick dispatch.

o15 JONES, MACKINDER & CO., 91 Gravier st.

WANTED TO CHARTER—AN AI ship of from 500 to 600 tons, for a voyage to Calcutta. For particulars, apply to

J. H. ASHBRIDGE & CO., 120 Common st.

s22

CARRIAGE WAREHOUSE.

COACHES, HARNESS, ROCKAWAYS, WHIPS, BAROUCHES, COACHES, TRIMMINGS, BUGGIES, WAGONS, etc. VARNISH, etc.

☞ For sale low for cash or city acceptances. ☜

☞ No. 113 GRAVIER and No. 13 UNION STREET, ☜ New Orleans, La.

jul2 1y J. A. LUM & CO.

PORTABLE STEAM ENGINES—FROM 12½ TO 25 horse power, of the celebrated patent of Hoard & Son, (late Hoard & Bradford,) differing materially in their economic and durable qualities from engines of any other patent or manufacture, are now in very extensive use in twenty five States of the Union. Pamphlets, with full description, and letters from 100 different persons who are using them, will be sent by mail on application to the subscriber, who is sole agent in New Orleans.

Hoard & Son being sole proprietors of the patent, they only can furnish or manufacture the engines to which they have given a reputation; and all pretended imitations are frauds upon their purchasers, as they will learn by the expiration of a few months.

o19 1y SAMUEL H. GILMAN, 70 Gravier street.

LAW NOTICE—I HAVE RESUMED THE PRACtice of my profession, and can be found at my office, No. 15 Camp street.

my18 1y M. M. REYNOLDS.

STEAMBOAT DEPARTURES.

REGULAR PACKETS.

U. S. MAIL FOR BAYOU SARA—Laurel Hill, E. Lemon, master, will leave New Orleans every SUNDAY MORNING at 9 o'clock, and every WEDNESDAY MORNING at 10 o'clock.

Capitol, V. B. Baranco, master, will leave New Orleans every MONDAY at 5 o'clock P. M., extending her trips to Fisher's store; and every FRIDAY MORNING at 10 o'clock, extending her trip to Tunica.

J. A. COTTON, 1 Tchoupitoulas street.

o3 J. S. PAGAUD, Advertising Agent.

Leaves every WEDNESDAY, at 5 o'clock P. M.

REGULAR WEDNESDAY PACKET—The superior running packet steamer **R. W. Powell**, J. H. Estis, master, will leave for Lake Washington, Grand Lake, Carolina Landing, Ashton, Pilcher's Point, Skipwith's Landing, Lake Providence, Camock's Landing, Milliken's Bend, Vicksburg, Grand Gulf, Rodney, Natchez, Fort Adams, Red River Landing, Bayou Sara, Port Hudson, Baton Rouge, Plaquemine and Donaldsonville as above. The R. W. Powell will take Yazoo river freight, and sign through bills of lading, with the privilege. For freight or passage, apply on board, or to T. B. SMITH, Agent.

oc3 4 Tchoupitoulas street.

Leaves every WEDNESDAY, at 5 o'clock P. M.

FOR OPELOUSAS—THE NEW STEAMER **Amelia Forrest**, Capt. G. R. Loudsilliar, built expressly for the trade-in place of the steamer W. C. Yonge—will leave as above taking freight for Old River, Simmesport and all intermediate landings on the Atchafalaya. For freight or passage, apply on board, or to

J. M. JOHNSON & CO., 5 Front Levee st.

jy14 tf near Customhouse street.

Leaves on THURSDAY, at 5 P. M., positively.

REGULAR WEDNESDAY PASsenger packet Choctaw, J. M. White, master, (in place of new passenger steamer Vicksburg,) will leave as above, for Carolina Landing, Ashton, Pilcher's Point, Skipwith's Landing, Vicksburg, Grand Gulf, Rodney, Natchez, the Coast, and all intermediate landings. For freight or passage, apply on board or to

se28 W. C. PORTER, No. 13 Gravier street.

Leaves every THURSDAY, at 5 P. M., positively.

REGULAR WEDNESDAY PASsenger packet Choctaw, Capt. J. M. White, master, (in place of the new passenger steamer Vicksburg,) will leave as above, for Carolina Landing, Ashton, Pilcher's Point, Skipwith's Landing, Vicksburg, Grand Gulf, Rodney, Natchez, the Coast, and all intermediate landings. For freight or passage, apply on board or to

W. C. PORTER, 13 Gravier street.

Leaves every SATURDAY at 5 P. M.

THE REGULAR COAST PACKet Dr. Batey, A. Dugas, master, will ply regularly during the winter season between New Orleans and Donaldsonville, stopping at all intermediate landings on the Coast, and attending to the business of the steamer B. R. Clark; also, taking freight for Bayou Lafourche at the usual rates. Leaves New Orleans every Saturday, at 5 P. M., and Donaldsonville, every Wednesday, at 5 A. M.

The very light draught steamer City of Kanawha connects with the Dr. Batey at Donaldsonville, taking her Bayou freight down as far as Lockport.

oct 9 J. S. PAGAUD, Advertising Agent.

Leaves every SATURDAY, at 10 A. M.

REGULAR SATURDAY MORNing Packet for Vicksburg—The steamer **R. W. Adams**, Ch. E. Marshall, master, will leave for Vicksburg, Waterproof, New Carriage, Grand Gulf, St. Joseph, Rodney, Waterproof, Natchez, Fort Adams, Bayou Sara, Baton Rouge, Plaquemine, Donaldsonville, and the Coast, as above. For freight or passage, apply on board, or to

R. W. ADAMS & CO.

N. B.—Particular attention given to Plantation business. Yazoo river freight taken at high water rates with the privilege of reshipping. se16 tf

Leaves every SATURDAY, at 10 o'clock A. M.

REGULAR SATURDAY MORNing Packet for Vicksburg—The steamer **R. W. Adams**, Ch. E. Marshall, master, will leave for Vicksburg, Waterproof, New Carriage, Grand Gulf, St. Joseph, Rodney, Waterproof, Natchez, Fort Adams, Bayou Sara, Baton Rouge, Plaquemine, Donaldsonville, and the Coast, as above. For freight or passage, apply on board, or to

R. W. ADAMS & CO.

N. B.—Particular attention given to Plantation business. Yazoo river freight taken at high water rates with the privilege of reshipping. se16 tf

COAST PACKET STEAMER Hella Donna—To sail from New Orleans, Williams, Sayre, Sears, Pitcher, Bishop, Bourgeois, Port Hudson, and all intermediate landings, the HELLA DONNA, Wm. McComb, master, will resume her old trips, commencing Saturday, August 15th, and will continue throughout the season; leaving New Orleans every Saturday evening, at 5 o'clock, and Bayou Sara every Wednesday evening, on the arrival of the cars from Woodville.

☞ A clerk will be on the Levee to receive freight on Thursday morning.

☞ Particular attention paid to the receiving and landing of passengers and freight at all hours of the day and night.

jy24 tf HOLMES & CLAUSS, 14 Tchoupitoulas st.

UNITED STATES TRIWEEKLY MAIL LINE

20 VICKSBURG.

ON TUESDAY, at 5 P. M. The magnificent United States Mail packet **Princess**, Capt. **R. W. Wilson** will leave Capt. J. M. White, for Donaldsonville, will leave for Donaldsonville, Plaquemine, Bayou Sara, Port Hudson, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, Grand Gulf, Warrenton and St. Joseph, Grand Gulf, Warrenton and Vicksburg every THURSDAY, at 5 o'clock P. M. The PRINCESS connects at Vicksburg with the steamer U. S. MAIL and will take freight for or be towed all the landings on the Yazoo river as high as Greenwood.

ON SATURDAY, at 5 P. M. The magnificent United States mail packet **Belle Key**, Capt. T. P. Leathers, will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, Grand Gulf, Warrenton and Vicksburg every SATURDAY, at 5 o'clock P. M. The steamer NATCHEZ connects at Vicksburg with the steamer RANGER, and will take freight for or be towed for all the landings on the Yazoo river as high as Greenwood at high water rates.

The above mentioned splendid passenger packets will leave on their regular days, without fail, at the hour appointed. All unaccompanied to their care will be promptly and faithfully attended to.

These boats will not be responsible for any letter or package containing money, jewelry or other valuables, unless regular bills of lading are taken, specifying the contents and value, and the freight paid; nor for any valuables deposited with the clerk by the passengers, or contained in their baggage.

For freight or passage apply on board, or to

CARROLL, PRITCHARD & CO., Union Row, 53 Carondelet st.

o20 tf T. B. SMITH, No. 4 Tchoupitoulas st.

THE LAKE.

FALL AND WINTER ARRANGEMENT. 1857. 1858.

For Mandeville, Lewisburg, Madisonville and Covington—The substantial and fast running lake steamer **Virginia Pearl**, Chas. M. Dowd, master, will leave as follows, from and after MONDAY, the 19th inst.:

From Pontchartrain Railroad.		From Covington.	
TUESDAY	11 A.M. cars	MONDAY	6 A.M.
THURSDAY	11 A.M. cars	WEDNESDAY	6 A.M.
SATURDAY	11 A.M. cars	FRIDAY	6 A.M.

Passage, $1. Meals, 50 cents.

For further particulars, apply on board, or to

P. H. BRINTON & CO., Agents, 12 Canal street.

o10 tf

FOR MOBILE—DAILY U. S. MAIL LINE—Semi-Weekly Arrangement—The splendid packet steamer **California**, Hutchings, **Oregon**, Myers, master, built expressly for the Lake trade, with superior accommodations for cabin passengers, will leave Pontchartrain Railroad DAILY on the arrival of the Lake of the 12 o'clock M. cars, stopping (water permitting) each way, at Bay St. Louis, Pass Christian, and Point Clear, goats on Tuesday and Saturdays going, sailors Mondays and Thursdays returning.

jel R. GRIDER, Agent, 16 Bank Place.

LAKE SHORE PACKET STEAMER Creole—For Ocean Springs, and intermediate landings.—The new and splendid low pressure packet steamer CREOLE, McKAY, master, built expressly for this trade, with superior accommodations, will leave the Pontchartrain Railroad on the arrival at the Lake of the cars, as follows:

From New Orleans.		From Ocean Springs.	
TUESDAY	9 A.M cars.	SUNDAY EVENING.	
THURSDAY	9 A.M cars.	WEDNESDAY EVENING.	
SATURDAY	4 P.M cars.	FRIDAY MORNING.	

RATES OF FARE:

Cabin Fare to Bay St. Louis and Pass Christian	$2 00
Children and Servants	1 25
Deck	1 00
Cabin Fare to Mississippi City, Biloxi and Ocean Springs	2 50
Children and Servants	1 50
Deck	1 25

R. GRIDER, Agent, 16 Bank Place.

New Orleans, June 1, 1857. jel

H. RODRIGUEZ & CO., successors to P. FAGOT & CO., BREAD and CRACKER BAKERS, No. 55 New Levee street, New Orleans.

Superior AMERICAN CODA BISCUIT, warranted free of adulterants or any drugs injurious to health.

H. D. & Co. keep constantly on hand a large assortment of Bread and Crackers:

Pilot Bread,	Coffee-house Biscuits,	Water Crackers,	
Navy Bread,	Sugar Crackers,	Soda Crackers,	
Wine Biscuit,	Butter Crackers,	Pic-Nic,	etc., etc.,
French Biscuits,	Butter Crackers,		

All made by machinery, at the lowest market prices. my11 6m

BREWSTER & ZACHARIE—NO. 35 FRONT STREET, AND NO. 34 UNION STREET.—We would respectively call attention to our establishment, Nos. 35 Front and 34 Fulton streets, where we are prepared at all times to furnish the shortest notice, and on reasonable terms, all kinds of COPPER, TIN AND SHEET IRON WORK, BRASS CASTINGS, BLACKSMITHING, etc. Each member of the firm giving his personal attention to our department, we can offer superior inducements to parties dealing with us.

Our facilities for furnishing the following work are not surpassed by any house in the South or West:

COPPER, TIN AND SHEET IRON PIPES;
CHIMNEYS BREECHINGS;
FIRE BIRDS, GRATES;
STILLS, WORMS;
FILTERERS, JUICE BOXES;
CLARIFYING KETTLES;
HEATERS, etc., etc.

Attached to our establishment we have a general Furnishing Store, where all articles required for STEAMBOAT, PLANTATION AND HOUSE USE may be found.

PUMPS.—Worthington's Safety Steam Pump. S. P. Kase's Fire Pump. Cast Iron, Brass and Copper Force and Lift Pumps.

STEAM GAUGES.—Schaffer's Vacuum and Steam Gauge, a new article, showing the highest point to which steam may have been carried during the one. Hearson's Water Gauge.

TINWARE.

Chafing Dishes, Buckets;
Dish Buckets, Jelly and Cake Moulds;
Coffee and Tea Urns, Soup Tureens;
Pyramids, and other Ware, of all varieties.

Together with Cast and Sheet Iron Cook Stoves; Washing and Ironing and box Stoves; Fancy Cabin and Parlor Stoves; Salamander and Common Stoves; Dock Stoves, etc.; Forges; Fire Blasts; Bucket Wheels and Turbines; Lead Water Pipe; Porter Mortar; Grate Bars; Patchet Drills; Hose; Brass, Cylinder, Bibb, Stop and Coupling Cocks; Plume and Force Pump Cocks; Lanterns, Lamps, etc., of all descriptions.

BREWSTER & ZACHARIE,

Nos. 35 Front and 34 Union streets.

Sole Agents for Schaffer's Steam and Vacuum Gauges; Hearson's Water Gauge; S. P. Kase's Fire Pumps; and G. W. Cotton's Patent Piston Heads and Grate Bars. aug 25 1y

STOVES—FIVE HUNDRED COOKING AND HEATING STOVES, of the latest improved patterns—Morning Star, "Charter Oak," "Shanghai," Economist Cooking Ranges, and the celebrated "Creole Cook Stoves," of their own manufacture.

The undersigned are prepared to execute, at short notice, all orders for sheet Iron Chimney Roofing, Tin Roofing, Copper Boilers, Copper Pans and Pipes, Copper and Brass Work. They keep on hand a large stock of Tin and Japan Ware, suitable for Steamboats, Hotels and Private Families. They are agents for the manufacture of McCRACKEN'S Patent Evaporating Steam Sugar Pan. They have certificates in their possession that this Pan, with the same quantity of steam, has evaporated double the quantity of cane juice of the best Pan in use. They have a working model of the Pan, which they will be happy to exhibit to any one interested in the culture of Sugar Cane.

WHEELER & FORSTALL,

d29 1y 219 Tchoupitoulas, 8 Front and 13 Fulton streets.

COAL—COAL—100 TONS LEHIGH LUMP COAL and 50 bbls. egg size best quality Philadelphia Coal, for sale in quantities to suit, by

J. H. ASHBRIDGE & CO.,

se26 120 Common street.

STEAMBOAT DEPARTURES.

OHIO RIVER.

Leaves on SATURDAY, 24th instant, at 5 P. M.

FOR LOUISVILLE, EVANSville, Cairo and Memphis—The fine and regular passenger packet **H. D. Newcomb**, Harry Laposte, master, will leave for Louisville and all intermediate landings as above. For freight or passage apply on board.

J. S. PAGAUD, Advertising Agent.

The H. D. N. will take freight for Cairo, Hickman, Memphis, Helena, Napoleon, Greenville, Gaines' and Guston's Landings, and all intermediate landings. o22

Leaves on SUNDAY, 25th inst., at 10 A. M.

FOR CAIRO AND LOUISVILLE.—The splendid U. S. Mail passenger packet steamer **Virginia**, C. F. Reynolds, master, W. H. Armstrong, clerk, will leave for Cairo, Louisville and all intermediate landings as above. For freight or passage—having fine accommodations, apply on board.

J. S. PAGAUD, Advertising Agency.

☞ The VIRGINIA will give through bills of lading to the Cumberland and Tennessee rivers, and will take freight to Cairo, Hickman, Memphis, Helena, Napoleon, Greenville, Gaines and Gaston's Landings, and all intermediate landings. o19

Leaves with dispatch.

FOR LOUISVILLE.—THE FINE, regular passenger steamer **John Briggs**, S. S. Morris, master, J. F. Shields, clerk, will leave for Louisville and all intermediate landings as above. For freight or passage, apply on board.

J. S. PAGAUD, Advertising Agent.

☞ The John Briggs is very light draught, (only 23 inches,) and shippers can depend on their goods going through without detention or reshipping.

UPPER MISSISSIPPI.

Leaves on FRIDAY, 23d inst., at 5 P. M.

FOR ST. LOUIS, CAIRO AND all intermediate landings—The new, fast running passenger steamer **Pennsylvania**, John Klinefelter, master, Wm. Drum, clerk, will leave for the above and all intermediate landings as above. For freight or passage apply on board.

J. S. PAGAUD, Advertising Agent.

o22

Leaves on SATURDAY, the 24th inst., at 5 P. M.

U. S. MAIL STEAMER JAMES P. Woodruff, Ben Rhodes, Cairo, Memphis and all intermediate landings. This favorite and fast passenger steamer, C. S. Rogers, master, G. W. Ford, clerk, will leave as above, for her next regular trip.

The J. E. W. is unsurpassed in speed and in all arrangements for comfort and safety. Extra state rooms for the special accommodation of families.

J. S. PAGAUD, Advertising Agent.

Passengers will be supplied on board the boat with through tickets to all points, via the Ohio and Mississippi, Illinois Central, North Pacific, and Baltimore and Ohio Railroads. o22

Leaves on SATURDAY, 24th inst., at 5 P. M.

FOR ST. LOUIS, CAIRO, HICKman, New Madrid, Memphis, Helena, Napoleon, and all intermediate landings—The regular passenger steamer **New Monongahela**, M. A. Cox, master, S. S. Burrice, clerk, will leave as above. For freight or passage, having elegant accommodations, apply on board.

o25 J. S. PAGAUD, Advertising Agent.

☞ Particular attention paid to Memphis, Helena, Napoleon and way freight.

Leaves with dispatch.

FOR ST. LOUIS, CAIRO, HICKman, New Madrid, Memphis, Helena, Napoleon, and all intermediate landings—The new and entirely new light draught passenger packet steamer **Sontland**, C. McComas, master, will leave as above. For freight or passage apply on board, or to

J. P. ALLEN, Agent, 18 Poydras st.

J. S. PAGAUD, Advertising Agent.

☞ The S. will pay strict attention to way and plantation freight. o8

LOWER MISSISSIPPI.

PUBLICATION OF THE CENTRAL BOARD OF COMMISSIONERS.—The official publication of the Central Board of Commissioners, by their Secretary, J. Ad. Rozier, Esq., which appears on our fourth page in French and English, designating the polling stations in accordance with the provisions of the new law and the names of the Commissioners of Election, will attract very general attention. As there are forty-seven, instead of twenty-three polls as heretofore, voters would do well to look about and *locate* themselves as early as possible in order to avoid mistakes. It should also be remembered that, under the present act, voting *commences* at 8 o'clock, A. M., and *closes* at 4 o'clock, P. M., instead of commencing at 9 and closing at 6, as was the case under the old *regime*. We respectfully suggest that it would be proper for the Board of Commissioners to make official promulgation of this fact, at as early a period as may be convenient and practicable. We doubt not thousands of our citizens are unaware of the radical change in the hours of voting.

Sheriff Bell is also out with his proclamation regarding the election, which, also, will be found on the fourth page of this morning's Crescent. So, despite the "panic," the "pressure," the "crisis," the hard times, scarcity of money, difficulty in passing exchange, low price of cotton, etc., etc., etc., it is as clear as the nose on a man's face that we are to have an election on the first Monday in next month, if there is any virtue in formal announcements.

As an evidence of the tremendous political enthusiasm now prevailing throughout the entire community, we will state that our reporter heard that somebody said that some other body positively declared that the stentorian voice of "Rip Sam" was heard resounding through some of the back streets during the heaviest portion of the shower of last evening. If this be a fact, there's no telling what will come next. So, look out, everybody, what's going to happen no body can tell. We can't.

Local Intelligence.

THE WEATHER.—Yesterday came along in a haze. At mid-day, it was dark; in the afternoon, it was damp; and in the evening, it was wet. The wet was a rather heavy one, drenching the face of nature in general, and physicking the streets out in particular. As we write, at night, every thing is placed above and below, though the stars, like the oil lamps in the suburban districts, are conscientiously "out." The indications of a change, sooner or later, are decided and unmistakable. They are that.

OBSERVING THE ORDINANCE.—We noticed yesterday that the cars on the Pontchartrain Railroad were religiously obeying the ordinance passed by the Council on Tuesday evening, prohibiting them from running faster than three miles an hour inside of Goodchildren street. They crept along at a snail's gait—not near so fast as a man could walk. But the locomotive, with its furious belching of smoke, and its shrieking and screaming at every square, gave the proceeding an ironical if not a fearful look. It looked ready to explode or run off at any moment, and seemed to operate upon the passengers rather more scarily than before, when it whizzed along swiftly but peacefully. There is now, doubtless, lively kicking beyond Goodchildren street, to make up for the delay this side.

RECORDER STITH'S COURT.—A man named Jose Montenegro—one of the Sicilian fraternity—was yesterday arraigned on a charge of being the robber who so daringly snatched a tray of jewelry out of Mr. Rafael's store on Camp street, on Wednesday evening. It appears that, after escaping from his first pursuers, and scattering most of the jewelry along the streets in his flight, he concealed himself for a time amid the foliage on the levee. The police, who joined the hue and cry, continued their search, however, and again got after him, by his lighting a friction match, evidently in the supposition that the pursuit had ceased. Another and exciting chase down the levee was the result, and when near the Steam Mill the pursuers run their game down and escorted him to the lock-up. Yesterday morning Assistant Recorder Fabian held him to bail to answer any charge that might be brought against him. Soon afterward he was arrested on a warrant from Recorder Stith—Mr. Rafael having meanwhile discovered that a small, non-descript, was required to furnish bail of $1000 for his appearance on the 29th inst. He was identified by one of Mr. Rafael's clerks, who claimed him as the person who purchased the jewelry. The jewelry taken is estimated to have amounted to $300. None of it was found upon him; but Mr. Rafael succeeded in recovering a portion of it, was centured during the fight. The case rests, of course, which had commenced the jewelry, was found on Dryades street, where he rather threw it.

John Miller was examined on a charge of having been concerned in the burglary of Isaac Bloom's grocery store, at the corner of Magazine and Natchez streets on the morning of the 9th inst—he having been arrested upon suspicion by the police office to inquiring after a male and drag, which he represented had been stolen from his stable during the night; the male and drag differed very much from a horse and drag which officer Kennedy rescued from the burglars in front of the grocery. The Recorder deemed the circumstances suspicious enough to warrant the committal of the accused to the First District Court. He was released bail, and sent back to prison.

Theodore Bidinspicker was examined at length on the charge of having repeatedly uttered a bank note, stated to be of the manufacture of John Watson, broker. It was shown that the accused had sold biscuits on commission for Watson, without being in his employ, and offered to settle up to large amount above named. The Recorder decided it to be simply a case of debt, and not a breach of trust, and dismissed it.

Barney McDaniel was arraigned on a charge of having stolen $150 worth of furniture and $150 in money, belonging to Armand Rafford, from a house on Chartres street. Bail $500, required to appear on the 26th.

Wm. Donovan and Amelia Davis were the most distinguished of the crowd of greasers and loafers in the dock. They were fined $10 each.

RECORDER FAIRE'S COURT.—*Assistant Recorder Hallard presiding*.—L. Scopella was yesterday, upon examination, found to be a vagrant so impolite, that he was sent to the Work House for six months.

Mr. Kingsland was sent before the First District Court for beating R. Cassily, on the levee, without just cause or provocation.

Thomas Tracy was arraigned on a charge of having violently beaten his wife, at their residence on St. Peter street, between Dauphine and Burgundy. Before his wife reached the office to complain against him, he had made his appearance to complain of a certain man who had waylaid him for waylaying her. In defiance of bail he was sent to prison.

Bernard Kercher was arraigned on a charge of having passed a counterfeit $20 note on Camp Bank upon N. Joly, grocer, at the corner of St. Ann and Pelican streets. Sent to prison in default of bail.

Biedia J. Silliman was arraigned on a charge of having shown himself to be a silly man, by marring another the peace of Elizabeth McGowan's coffee-stand in the Vegetable Market, thereby injuring Kitty Bush and her customers with darkness in their eyes and gas in their cortile. Bail required, $500.

Michael Lynch was held to answer a charge of beating Thos. Barter on Royal street, on Saturday.

Conrad Gross was fined $5 and made a member of the Peace Society, for the particular gratification and benefit of Christian Peiss, of No. 173 Conti street.

RECORDER SOLOMON'S COURT.—Dan Osborn and R. Norton, boarding-house runners, were up on a charge of having misbehaved in a social manner on the 20th inst. of the Pontchartrain Railroad, the day before. As it appeared to have been a pretty even thing between them, they were let off upon payment of fees.

John Murphy was sent to jail because his security got afraid that he would "skedaddle."

Jacob Pace, upon whom there had previously been no discount, was sent after on a charge of having violently ousted Catherine Ulrich from her house on Casacalva street, and taken physical possession thereof.

RECORDER ADAMS' COURT.—The only noteworthy arraignment yesterday was that of Barbara Sieber, charged with burlesquing by pulling Nicholas Schmidt of $150 50 of his hard-earned and scarcely-saved cash. She was held to bail to appear for examination.

DROUTH.—The Maryland papers announce a drouth of several weeks, which has damaged the later crops

New Orleans Daily Crescent.

FRIDAY MORNING, OCTOBER 23, 1857.

Talk on 'Change.

The talk yesterday was, what are the banks going to do? Well, we might say what they are going to do. They are going to save their charters, particularly the old chartered banks. It is useless for people to be talking about our banks voluntarily suspending. The banks of New York suspended to prevent the foreign banking houses from draining them of every dollar of gold. These houses and agents drew five millions of dollars on the 13th inst. This gold was undoubtedly drawn for future purposes, say for instance to be sent South to purchase sterling exchange at 90 to 95, or below. These foreign bankers are up to all financial schemes, and by getting gold from the New York banks, saves the expense of bringing it from Europe. There are no two ways about this question. Mr. Bull must have cotton in December at some price or another. It is no use to mince the matter. It is just as much a question of life and death with Lancashire as that the earth will revolve round the sun the present twenty-four hours. Some Bears in cotton say something about India. We should suppose the least said about India the better at this moment.

If the growers of cotton in Louisiana and Mississippi are willing to send their cotton to market and have it butchered, we cannot help it. We will not believe that there is such an amount of money to be paid in this city before the 1st of December. Every planter is, however, bound to place his agent in funds at some rate or another.

The telegraphic dispatches of last evening had a flaming heading of the arrival of the steamers North Star and Kangaroo at New York, and no specie coming. Now, this is another of those dispatches which has caused so much trouble in our community. Who expected that either of these two steamers would bring any specie? Let us know, Mr. Operator, as we have two days later advices, say up to the 10th of October, and no specie was expected to come only by the steamers of the 14th and 17th. If they do not bring any, then, Mr. Operator, you can exclaim, "No specie;" but do not give the public any more of your nonsense. We have had a surfeit of that for about four weeks.

The Northern mail failed yesterday. Of course, the chronic failure takes place to-day, though possibly the Asia's mails may come through.

THE SENATE OF THE UNITED STATES.

NUMBER XXVI.

The Hon. William Wright, of New Jersey, ex-Governor of the State, next claims our attention. Gov. Wright is a small, mild-mannered, placid-looking gentleman of about fifty years of age. In early life, I have understood, he pursued the occupation of a saddler in Charleston, S. C. Returning to New Jersey, and throwing himself into the current of politics, he soon acquired a hold upon the affections of the Democracy, which led to his successive elevation to the House of Representatives, the Gubernatorial Chair, and the Senate of the United States.

If, however, there be in him anything of the statesmanship that is ordinarily presumed to qualify a man for the United States Senate, he certainly gave no ev