

New Orleans Daily Crescent.

MONDAY MORNING, MARCH 8, 1858.

KEY WEST CORRESPONDENCE.

Kay West, S. P., Feb. 25, 1858.

Eds. Crescent.—We furnish you with the particulars of the loss of and accidents to the following vessels:

American ship *Belle America*, Sawyer, from New York for Mobile; American ship *Riverside*, Davis, from Liverpool for New Orleans; British ship *Agamemnon*, Darley, from New Orleans for Liverpool; brig *Washington*, from St. Mary's for Mobile; *Montrose*, Edmunds, from Cardeña for Portland; brig A. H. Deeling, Damon, from New York for Key West; schooner Wm. A. Hamilton, Somers, from New York for Atakapa; schooner *Sea Ranger*, Jones, from New London for Cardena.

The ship *Belle America*, Capt. L. Sawyer, from New York, in ballast, bound to Mobile, when off the Island of Abaco, near Stranger Key, encountered a terrible gale from the northeast, on the 20th of January. Finding the ship working in shore, let go both anchors and lay head to wind and beat, and so afterwards ran into 4 fathoms water. The officers and crew escaped, but the vessel was a total loss. Some new materials were saved.

The ship *Montrose*, Capt. Davis, with a cargo of 400 tons of salt from Liverpool, bound to New Orleans, was totally lost on Pacific reef, near Cayrot Light, on the night of the 1st. The wrecker offered their assistance on the 8th, but they could not save the ship, as she broged soon after striking. The agent of the Underwriters disputed a steam pump to the R. & W. It was of no service. About 1,000 sacks of salt have been saved and sold, for from \$5 to 80c per sack; also, the materials of the ship, anchor, chains, cables, etc., all of which, when sold, will barely pay the expenses of the master and send the crew back to the port whence they shipped. Consigne of materials, P. J. Fontaine, Esq.

The British steamer, *Agamemnon*, Capt. Robert Darley, from New Orleans, with a valuable cargo, was totally lost on the Grecian shoal on the night of the 12th inst. She had a cargo of 6,000 lbs. of flour, 380 barrels and 5,000 staves. She was bound to Liverpool. Capt. D. made every endeavor to save his ship, but to no purpose. The wreckers have brought down about 5,000 lbs. of flour, and most of the hard, as well as the rigging, sails, anchors, chain, furniture and other provisions, all of which will be sold, 2,500 bushels of flour was saved dry. The Marshal has sold the broken barrels, at prices averaging \$2. The ship and cargo is consigned to H. B. M. Vice-Consul, Oliver O'Brien.

The brig *Washington*, Capt. Merrick, from St. Mary's, Ga., with a cargo of hundred barrels of tobacco, went ashore on Carter's Reef off Abaco, the night of the 8th of February, and became a total wreck. She went on in thick weather and wind blowing heavy from the N. E. Some of the materials were saved.

The brig *Montrose*, Capt. Edmunds, of Portland, with a cargo of molasses, from Cardeña bound to Portland, arrived the 15th, lost of Green Turtle Key in distress, leaking badly. Capt. Edmunds had sent for Nasau to come with the Agent of Underwriters.

The brig A. H. Deeling, Damon, from New York with an assured cargo for this place, arrived the 16th inst. in distress, having lost main and fore-top-gallant masts, rigging, etc. She has damaged some of her cargo; will repair at this place, and is to return to New York.

The schooner *Wm. A. Hamilton*, Capt. Somers, of Egg Harbor, from New Orleans for Atakapa with a cargo of ice, went ashore on Gross Guano Key, Bahama, on the 8th, and was lost. The materials of the vessel were saved. No lives lost.

The schooner *Sea Ranger* from New London, bound to Cardena with hoop poles, etc., struck on a reef about of Key Zavanna, the night of the 17th, but beat across and came to an anchor inside. We hear that the vessel cost but little injury. She sailed the 18th for her port of destination.

The pilot boat *Fairy*, Capt. Frow, while crossing off the harbor the 19th inst., was spoken by the ship *Gertrude*, Capt. Duane. Capt. Duane sent his boat alongside and transferred a runaway negro to the pilot-boat. He had secured him on board while the *Gertrude* was in New Orleans loading for Liverpool, and was not discovered by the Captain until the ship was well on her voyage—fell 400 miles east of this place—outwithstanding which, he turned his ship immediately about and delivered the boy to the custody of Capt. Frow, with orders to have him sent back to New Orleans. The boy calls himself Clark, and says that he belongs to John Brown, a stevedore in New Orleans. He will be forwarded to his master in the steamship Atlantic, leaving this place the 26th instant.

The ship *Fanny Forester*, Capt. Slemon, sailed this morning for New York. Her expenses were \$750, and miles of damaged cargo \$12. The brig R. Blingham, Capt. Shannon, left for New Orleans on the 26th, with 160 bushels and 500 bags corn, part of this ship's cargo.

The brig *Austin* is being repaired. She has a new forecastle, and will soon be ready for sea.

The ship *Sarah Jenkins*, Capt. Jenkins, is nearly ready for sea. The amount of her expenses is not ascertained.

An immense fleet of merchant vessels have been daily passing San Key. The prevailing winds have been north east—favorable for passages through the Gulf. Vessels spoken by the pilot boats: 14th, bark *Million* of New York, from Antwerp 67 days, for New Orleans; 15th, ship *St. John*, from Liverpool 38 days, for New Orleans; bark *Mirth* of Thornton; from Boden for Mobile, 16 days; 18th, ship *Robo*, from New York 16 days, for New Orleans; brig J. P. Hooper, from Baltimore 7 days, for New Orleans; ship *Caroline* Neesam of New York, from New Orleans for Liverpool; 8 days out; bark *Asia Fish*, from New York to St. Marks.

Arrived—15th, schooner James Dixon, Usher, Mobile; 16th, schooner C. Leach, Leach, Pensacola; brig A. H. Deeling, Damon, New York; 18th, schooner E. S. Potter, Potter, New York; 20th, U. S. Mail steamer Atlantic, Talbot, New Orleans.

Sold—15th, brig *H. H. Deeling*, Damon, will be repaired and will soon be ready for sea.

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WASHINGTON CORRESPONDENCE.

WASHINGTON, Feb. 27, 1858.

Bright though the weather is, and joyous the streets, we are all in a peck of trouble here. The District appointments have been sent up to the Senate, and none can tell where head will fall first. Some of those appointments are well having that of Marshal nets some \$30,000; that of District Attorney, at least \$5,000; City Postmaster, between \$2,000 and \$3,000; while those of Navy Agent, Naval Storekeeper, and the like, count up pretty near the figures just mentioned. It is thought that Berrett, the City Postmaster, will certainly lose his place; but beyond this, nothing seems to be definitely known.

Another shift has taken place in the very moveable Kansas scenery. No less a personage than Humphrey Marshall—not a small man in any sense of the term—struck his colors and tendered his sword to Douglas. At least, this is so confidently asserted that it would be folly not to believe it. A loss of one man, and such a man, is enough to put the Le-comptines in a second terrible tremor. Let the work go bravely on. What do we want with the name of Kansas?—No less a personage than Humphrey Marshall—not a small man in any sense of the term—struck his colors and tendered his sword to Douglas. At least, this is so confidently asserted that it would be folly not to believe it. A loss of one man, and such a man, is enough to put the Le-comptines in a second terrible tremor. Let the work go bravely on. What do we want with the name of Kansas?

What think you of appropriating ten days to the consideration of Indian affairs, without "laying turkey over"? Yesterday the money for the Indians and the Sioux Dases was promptly voted, after a nine days previous, not on Indians, but on Kansas. Isn't this lovely cruelty, charming economy of time?

The bill fixing the salary and regulating the fees of the Register of the Land Office at Baton Rouge, gave rise to a prolonged discussion. The bill gives that officer an annual salary of \$2,000, and \$2 for each certificate of entry and the same amount for every patent issued by him. It is estimated that the office will pay him annually about \$2,000. The personal friends of the Register, on the floor of the Senate are most resolute in their opposition to the measure, and by amendments, motions and speeches, have done all in their power, thus far, to defeat it or postpone action upon it. The supporters of the bill have the decided advantage in numbers, and succeeded in adopting the first section by a vote of 15 to 9. The Senate went into executive session (which may at any time be effected on the motion of one member) for the purpose, evidently, of preventing further action on the bill. Tomorrow it will have precedence over other matter as unfinished business, and will, I presume, be passed on its second reading—possibly on its third, if a compromise, which has been spoken of, should be effected.

The following bills were introduced in the House: By Mr. Texada, to grant the aid of the State to such portion of the Pacific Railroad as there is in the State; by Mr. Allen, to appropriate \$185,000 for works of improvement in the Second Swamp Land District; and by Mr. B. D. Rainier, Dragoon, No. 10, Faubourg street, corner of Royal and Chartres, to prohibit the sale of Indian slaves.

Prepared by A. R. & D. Rainier, Dragoon, No. 10, Faubourg street, corner of Royal and Chartres, to prohibit the sale of Indian slaves.

J. WRIGHT & CO., 21 and 151 Chartres street.

H. KENNEDY, Chartres street.

F. P. DUONGNE, New Orleans.

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JOSEPH RODGERS & SON, Fine Pocket CUTLERY.

... RAZORS, in cases.

SCISSORS, ...

WATSON'S Fine Pocket CUTLERY.

W. S. BUNCHER'S ...

Wade & Buncher's Fine RAZORS.

English SICKLES & GUNS—real Twists.

... Scissors.

Butcher's Value CUTLERY.

America ... Ivory Handled.

Eley's Double Waterproof CAPS.

... Anti-Cutitive ...

Gentoo G. D. ...

English Shears and SHOES, ...

American and English SHEARS.

German SCISSORS and SHEARS, on cards.

Lemoy's superior AMERICAN RIFLES.

PORTABLE CIRCULAR SAW MILLS.

One of these Kegnes and Hill complete, of size No. 3, especially guaranteed to saw 5,000 feet of one-inch boards per day, by the services of a good mechanic, and the purchase paying freight and insurance from this city.

For \$3,000.

PORTABLE CIRCULAR SAW MILLS.

One of these Engle and Mills, size No. 5, especially guaranteed to saw 6,000 feet of one-inch boards per day, by the services of a good mechanic, and the purchase paying freight and insurance from this city.

For \$2,750.

PORTABLE CIRCULAR SAW MILLS.

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