New Orleans Daily Crescent.

RIVER INTELLIGENCE.

WEDNESDAY, June 9, 1858.

The weather yesterday was very warm, although we had several showers of rain; the one about noon a very heavy one. Doubtless now our summer rains have commenced and we should have more or less rain for some days to come.

The river has set on the lower, having reached the Ohio.

It is slowly receding, but we may expect it to rise again in a few days, as soon as the heavy rains expected in the upper rivers reach us. They should, we think, fall to cause the river to reach a higher point than it has yet attained. Of course some severer rains may be expected to occur, and those at present will prevent any great destruction of property.

ARRIVALS.—The Opelousas packet W. Burton, Capt. Geo. E. Lounsliter, arrived with 12 bales cotton, and will leave again to-day, at 5 P. M., as usual.

The Lafourche packet Dr. Batey, Capt. A. Dugas, arrived with 16 hds. sugar and 31 bbls. molasses, and will leave on Saturday, at 9 A. M., as usual.

The packet Diana, Capt. E. T. Sturgeon, arrived with a large cargo; part was 585 hhds. tobacco and 100 in gold to the U. S. Treasurer in New Orleans. We thank her courteous clerk, Mr. O. L. Wright, for papers.

The Diana leaves again on Saturday, at 5 P. M., and to give our readers some idea of her speed, we quote from the Louisville Courier-Journal: "The Diana left here last run to Louisville, which is her regular trip, if the water had been lower and tolerable navigation had been fully five hours quicker, but even as it was it is hard to beat. She was only 3 days 8 hours and 45 minutes out from port to port, making against a tremendous rise from Memphis to Louisville. In the lower river she lost two hours in all, and at Bayou Lafourche was detained another hour, besides her various other landings.

The Diana made the run from Napoleon to Cairo, a distance of 435 miles, in 21½ hours, including landings.

The Memphis packet R. W. Adams, Capt. C. E. Bennett, arrived with 410 bales cotton, and will leave again on Saturday next, at 5 P. M., connecting with the Memphis and Charleston Railroad. We thank her polite clerk, Mr. J. H. Porter, for late papers.

Boats Expected.—By a dispatch from the celebrated watering place of Bedford, we learn that she left Louisville on Monday, and will arrive here by Friday or Saturday, and leave on Saturday next, 12th inst., to make another trip to Louisville, leaving here on Wednesday, June 30th.

The packet Opelousas, *Leflite for Lafourche.*—At 10 A. M. to-day, this regular and very popular weekly packet leaves port in charge of Capt. Jno. S. Brown, with A. H. Gardner as clerk. She is a No. 1 boat, and has excellent officers.

Packet for Shreveport.—At 5 P. M. to-day, this regular and magnificent Red river passenger packet leaves as above. Capt. Samuel Applegate on deck and Mr. F. V. Collins in the office.

Packet for Jefferson.—At 5 P. M. to-day, this popular and well-known Red river passenger packet, commanded by Capt. Charles Hayes, leaves port. Mr. C. F. Hayes is her courteous clerk.

Packet W. Powell for Memphis.—This regular and splendid passenger packet, in charge of Capt. J. H. Stone, leaves to-day at 5 P. M., being one of the favorite line of packets, and connecting at Memphis with the Memphis and Charleston Railroad, by which route passengers for any of the Eastern cities or the Virginia springs can secure through tickets of the agent, Capt. J. H. Prelegh, under the St. Charles Hotel. He has just received a supply of tickets, and can furnish the same for any of the points named in the advertisement. The advantages of this route, via Memphis, should not be overlooked by persons bound East. Any information respecting the same can be obtained of the traveling agent of the Memphis and Charleston Railroad, Mr. A. Kirkpatrick, who is now in the city, on application at the office of the company.

Railroad Line Packet Pennsylvania for St. Louis.—This swift, splendid and popular passenger packet, Capt. John Klinefelter in command, leaves port to-day, at 5 P. M., with the daily Cairo R. R. mail. Mr. Wm. Dunn, the courteous clerk of the packet, has her freight, his office. No boat in the trade is better managed than the Pennsylvania, or deserves to be more liberally patronized. She is of the St. Louis, Cairo and New Orleans Railroad Line, and connects at Cairo with the Illinois Central Railroad for all cities East.

Queen of the West for Cincinnati.—This splendid and regular passenger packet, in charge of Capt. J. P. Wade, leaves to-day at 5 P. M. for the Queen City and all intermediate landings. Mr. M. McCollough is her shipping clerk, and will see that passengers are properly cared for.

New Orleans Money Market.

CRESCENT OFFICE, No. 19 Camp street, } Tuesday Evening, June 8, 1858. }

The money market was quiet, decidedly quiet, to-day—in fact, no quiet for those who had money to loan or to invest in good securities. There were no transactions in paper beyond a few thousand dollars of good commercial securities at 9@9½ per cent.

In exchange there were several negotiations or engagements in sterling with documents, which will reach contracts at 108¾ @109 and 109¼. These figures we consider the current quotations of the day for cotton and tobacco bills. At clear bills were sold at 108⅝. Northern funds continue free with bank checks selling in New York at ¼ per cent discount. Sixty days sight at 1½@1¾; 10 days sight at 1½@1¾; and 2½ at sight. The offerings are not large in these descriptions. Specie continues to flow from the interior towards the city, and there is no change in the rates of exchange. Several transactions were made at 3.75@3.85, the general range of the market being from 3.75@3.85. The basis of exchange continues large as yet, predicated on 3.900 bales of cotton to be drawn against, which large stock, with extensive supplies of tobacco, shows there will be an abundance of bills. Small traders and general remitters will have a great field for selection. The market closed to-day under a supply about equal to the demand.

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Review of the Markets.

WEDNESDAY MORNING, June 9.

COTTON....There was a more active demand yesterday, and the sales amounted to about 6500 bales. Prices were generally easy for the lower grades, while Middling and the better qualities were steady. We quote as before:

NEW ORLEANS CLASSIFICATION.

Inferior	6@6¼	Middling	11⅛@11⅜
Ordinary	7⅛@8	Good Middling	11⅝@11⅞
Good Ordinary	8⅝@9⅝	Middling Fair	12⅜@12⅝
Low Middling	10⅛@10⅝	Fair	—@—

TOBACCO....We heard of no sales of any importance.

COTTON AND TOBACCO STATEMENT.

	Cotton—bales.	Tobacco—hhds.
Stock on hand, &c.	7,857	18,757
Received since ..... yesterday	1,028,708	60,916
	603	1,029,311	629—61,545
		1,037,168	78,272
Exported since	1,431,339	26,826
yesterday	2,791	1,434,161	38—38,865
		402,987	39,407

SUGAR....The market was firmer with sales of some 200 hhds at 6¼@6¾c for Fair to Fully Fair.

MOLASSES....Some 400 bbls were sold at 20@22c for Inferior to Good Fermenting, and 26@27c for Thin to Prime Barbados, with 400 half bbls at 28@30c ⅌ gallon, according to quality.

FLOUR....The stock was light and prices were firm, with sales of about 1500 bbls, including 218 St. Louis (Lasalle) at $4 25, 600 in a several lot at the same, 400 at — for Superfine and $4 15 for Fancy, and 100 Ohio at $4 ⅌ bbl.

GRAIN....Corn was dull, with sales of 400 sacks White at 65c, and 1300 Prime do at 70c ⅌ bushel....Of Wheat 560 sacks sold at 97½@ ⅌ bushel for Prime Red....The sales of Oats embraced some 800 sacks St. Louis at 45@47c ⅌ bushel....In Bran nothing worth mentioned was done.

PROVISIONS....Pork New York was still retailing generally at $18 75@$19 ⅌ bbl....In Bacon we noticed only retail transactions at 6¼@6¾c for Ribbed Sides, and 6¼@6½c ⅌ ⅌ for Clear....Lard was very dull and prices were nominal.

COFFEE....We noticed the sale of only 500 bags at 10¾c ⅌ ⅌. Another cargo of 3000 bags arrived from Rio direct.

SALT....We heard of three cargoes Liverpool, embracing 16,000 sacks sold direct, said to be at 75@75c ⅌ sack for all Coarse to a portion Fine.

STAR CANDLES....Small lots of full weight were selling at 12½@12½c ⅌ ⅌.

GUNNY BAGS....We noticed a sale of 315 bales on private terms.

TALLOW....20 tierces Country Rendered (Memphis) sold at 10c ⅌ ⅌.

SPIRITS TURPENTINE....We noticed small sales at 48@49c ⅌ gallon.

WHISKEY....115 bbls Raw were sold on the levee at 19½c ⅌ gallon.

FREIGHTS....A ship was laid on for Liverpool and one for London at — for Tobacco. Vessels on the berth for Liverpool were filling up at 5-16d for Cotton.

Shipping Intelligence.

WEDNESDAY, June 9, 1858.

CLEARED YESTERDAY.

Ship Helvetia, Higgins, for Liverpool, J H Ashbridge Acc
Ship Anawan, McNair, for Liverpool, Baxter, Lowell Acc
Ship Belden, Sillpson, for Havre, Baxter, Lowell Acc
Bark Geo West, Crosby, for Liverpool, J P Walmsley Acc
Bark Clarion, Sleeper, for Boston, Wm J Dewey
Bark Allisona, Thompson, for Bordeaux, Goldsmith & Lesparre
Bark C H Tyzio, Smith, for Bordeaux, G W Hyneen Acc
Schr Dear Island, Mason, for Mobile, B W Huntington

ARRIVED.

Steamship Texas, Wilcox, from Indianola and Galveston, to Harris, Morgan Acc—1st ult.
British Bark Ivy Dufferin, Johnston, from Liverpool, April 4th, to W H Hayden Acc—24 ulto 25.
Bark Florence, Homa, from Rio de Janeiro, to master—arrival and passed previously at Quarantine Station—Pilot.
Bark Carolina Eliens, Eliens, from Philadelphia, to J H Bass—Stover's Plantation.
Bark Dennis Kelly, Corson, 27 days from Rio de Janeiro, to G W Hyneen Acc—Quarantine Station.
Schr Anna Belle, Ellis, two days from Pensacola, to master—Basin.
Schr Star, Parker, from Biloxi—Basin.
Schr Elizabeth Morse, Steene, from Pascagoula—Basin.
Schr Adelt, Gossman, from Ocmulgee—Basin.
Schr Quincy, ——, from Amite River—Basin.

STEAMBOATS.

Diana, Sturgeon, from Louisville.
R W Adams, Marshall, from Memphis.
Florida, Hutchings, from Mobile.
C D Jr, Vincent, from Bayou Sara.
Belle Gates, Jauffroan, from Dallas.
Falls City, Smith, from St Louis.

Towboat Anglo-Norman, Steele, from the Passes—towed down and to sea 24 inst, ship Pumona and bark Huntington—brought up ship Lord Dufferin and bark Florence, left ship Keiter at Quarantine, and bark Caroline Eliens at Boyer's Plantation.

BELOW—COMING UP.

Ship C D Marwin, Marwin, from Bristol, to G C Bogart Acc.
British Bark Prince of Wales, Morvatt, from Liverpool.
British Bark Magistrate, Wheeler, from Liverpool, to J T Dowell Acc.
Ship Silas Holmes, Griffith, 14 days from New York, to Aaron Cohen.
Schr Venice, Simpkins, from Havana.
Schr C Pendleton, Rogers, 4 days from Havana, to Boudousquie & Philips.
Bark Nineveh, Watts, from Rockland, Maine, to Creevy & Farwell.
Bark N Boynton, Miller, — days from Boston, to G A Fosdick.
Bark Mount Vernon, Rogers, — days from Palermo, to C Kock.

EXPORTS.

LIVERPOOL—Ship Helvetia—2781 bales cotton, 37 hhds of tobacco.

LIVERPOOL—Ship Anawan—702 bales cotton, 4047 bbls of flour, 8411 sacks wheat, 6360 staves.

HAVRE—Ship Belden—2626 bales cotton, 26 bales moss, 25 hhds tobacco, 8 fox and 1 bale beaver, 35,000 staves.

LIVERPOOL—Ship Geo West—329 bales cotton, 13 tcs 3 hds and 205 hhds tobacco, 6000 staves, 1 pc cedar, 15,000 iron hoops.

BOSTON—Bark Charm—2899 bbls flour.

BORDEAUX—Bark Thos Allibone—112,000 staves.

BORDEAUX—Bark C H Tyzio—82,000 staves.

MOBILE—Schr Dear Island—1000 bbls whisky, 202 pcs bagging, 200 boxes candles, 300 sacks oats.

IMPORTS.

ROCKLAND—Bark Nineveh—4375 bbls lime to Creevy & Farwell.

INDIANOLA AND GALVESTON—Steamship Texas—100 bales cotton to Rugely, Blair Acc—4 do J J Person Acc—1 do to Edward Nalle Acc—1 John Williams Bale wheelbarrow & Lattimer—1 do to C Wilkins—sundries to J McMillier—and sundries to order—Total 109 bales cotton.

LIVERPOOL—Ship Lord Dufferin—2998 sacks of salt to W H Hayden Acc.

RIO DE JANEIRO—Bark Dennis Kelly—5000 bags coffee to S Nicholson Acc.

PENSACOLA—Schr Anna Bell—60,000 feet lumber to order.

HILLSBORO—Schr Star—32,000 feet lumber to J E Elliott.

PASCAGOULA—Schr Elizabeth Morse—75,000 feet lumber to order.

COVINGTON—Schr Adelia—32,000 feet lumber to order.

AMITE RIVER—Schr Quincy—31,000 feet of lumber to order.

RECEIPTS OF PRODUCE.

AN ACT REGULATING THE RATE OF INTEREST

SEC. 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Louisiana in the General Assembly met, and it is hereby enacted by the authority of the same, that the rate of interest for the loan or use of money in all cases where no express contract shall have been made for a greater, shall be six per cent. per annum, and the provisions of Sections 1 and 2 of Act passed in March, one thousand eight hundred and twenty three, entitled "An act to reduce the interest of money from eight to six per cent. per annum," be and the same is hereby repealed.

SEC. 2. That when a rate of interest for the loan or use of money exceeding that established by law shall have been reserved or stipulated, the borrower or debtor shall not be required to pay to the creditor the excess over the legal rate, and it shall be lawful for such borrower or debtor, as his option, to retain and deduct such excess from the amount of any such debt, and in all cases where any such borrower or debtor shall have paid such excess, whether have voluntarily paid the whole debt or some lesser, together with the excess exceeding the legal rate, or on action or judgment had against such excess shall be sustained in any court of this Commonwealth, unless the same shall have been demanded within ninety days after the time of such payment: Provided always that nothing in this act shall affect the validity of negotiable paper, taken in good faith in the usual course of business.

We find in the last Nashville Union and American the following amount of the late defalcation of the Secretary of State's office. We judge from the reports that bonds belonging to free banks, which have been lodged in the Secretary's office, as security for the issue of their bank notes, were taken. One clerk, we have no reason to have taken several of these and put them in his pocket. We have often times heard it suggested about the heads of the free banks of Louisiana being lodged in the hands of the Auditor, without any security being required. A petty clerk in our banks is required to give the best of security. But hundreds of thousands of dollars of bonds are required to be deposited in the hands of a State officer, without any security whatever. It was a temporary expedient for such a law of this State, when the operation that replace of deposits or special vault in one of the banks of this city should be appropriated as the place of deposit of all securities received by the Auditor of the State, the key of which should be under the control of the Auditor and a committee of the banks which might organize at the time:

"The investigation now being made by the committee appointed by the Legislature relative to the affairs of the Comptroller's and Secretary of State's office, shows an amount of fraud and rascality unprecedented in the history of our State. We should not feel at liberty to speak of this matter until the committee had made their report, if it was not generally understood and fully presented on the public.

The Secretary of State's office shows a defalcation on the part of that officer to an amount exceeding $70,000—money paid to him as Internal Improvement Commissioner by the different Turnpike Companies.

The largest amount of swindling has been in connection with the bonds belonging to the Exchange Bank at Murfreesboro', which, we said in fall $133,000 short of the amount of its circulation. That bank has not now a single bond on deposit, and those who hold its notes have not the value of one cent respectively; then, if they are ever redeemed it must be by the State. The mystery of this last swindle is still unrevealed. In order to guard against such a state of affairs as this, the Legislature of 1855-56 passed an act to regulate the business of banking, embracing the following sections:

Sec. 14. Be it further enacted, That the bonds required to be deposited with the Comptroller by virtue of this act and the act which this is intended to amend, shall be placed upon deposit in the Bank of Tennessee, and that no note shall be countersigned or issued to any person, bank or association until this is first done.

Sec. 15. Be it further enacted, That the bonds so deposited shall be subject to the order of the Comptroller, only for the purpose of carrying into effect this act and the act which this is intended to amend.

"The spirit and intent of this act have not been observed by the Bank of Tennessee or recent Comptroller. The Comptroller has been permitted by the bank to keep a box in its vaults containing the bonds of the various free banks, but the cashier of the bank says that he took no control over them further than this, and made no minute of the amount, numbers, or anything of the kind, and required no receipt from the Comptroller when taken off; but permitted him and his clerk to have free access to them at all times and for all purposes. There has certainly been very great neglect on the part of the Comptroller and Cashier, to say the least of it. The question now occurs, who got the bonds?

"The bank does not believe that they were ever deposited. The former Comptroller, Mr. Luttrell, seems to know very little about it, having left the control of his office under almost the exclusive control of his clerk, young Mosby. Mr. Spence, the President of the Exchange Bank, insists that the bonds were paid over by him, but there having been some very improper conduct between Mr. S. and the Comptroller, he has been subjected to the suspicion in the minds of many of having obtained his circulation without the proper amount of bonds. We shall not pretend at present to express an opinion between the parties. It lies between the Exchange Bank, the Comptroller and the Bank of Tennessee.

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Bark Geo West, Crosby, for Liverpool, J P Walmsley Acc
Bark Clarion, Sleeper, for Boston, Wm J Dewey
Bark Allisona, Thompson, for Bordeaux, Goldsmith & Lesparre
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Schr Star, Parker, from Biloxi—Basin.
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COVINGTON—Schr Adelia—32,000 feet lumber to order.

AMITE RIVER—Schr Quincy—31,000 feet of lumber to order.

RECEIPTS OF PRODUCE.

LOUISVILLE—Steamer Diana—22 bbls whisky 4 cskt bottled 15 bbls whisky 1 do 1 do 1 do