New Orleans Daily Crescent.

RIVER INTELLIGENCE.

MONDAY, August 16, 1858.

ARRIVED—The Tensas and Bayou Macon packet Dick Nash, Captain Ed. Jones, arrived with 67 bales cotton, including 17 bales of the new crop, from the following plantations: Mr. S.S. Bowman's plantation, on Lower Tensas, 10 bales; John Ballou's, Lower Tensas, 4 bales; A. Owen's, on Bayou Macon, 1 bale, J. K. Monroe's, 1 bale.

The Dick Nash will leave on her return on Wednesday next, at 5 o'clock P.M., for Bayou Macon, Lower Tensas, Trinity, and all landings on the Black river.

The railroad line St. Louis packet Imperial, Capt. E. Wetherald, arrived with a very large cargo, part of which is 222 hhds tobacco. We are much obliged to her pickle clerk for late papers. The Imperial leaves again today at 5 o'clock P.M.

The Vicksburg U. S. mail packet Capitol, Captain Jackson, arrived with 287 bales cotton, of which 161 is of the new crop, 382 boxes and 40 bbls. peaches. The Capitol will lay up for the present, and the new passenger steamer Music will take her place, in charge of Captain Jackson, and will be the regular Tuesday packet.

LEAVE LEAVING—*Yazoo Belle for Yazoo River.*—Today, at 5 o'clock P. M., this fine light draught summer packet, in charge of the clever and accommodating Capt. E. S. Butler, will leave as above, for Yazoo City and all intermediate landings and plantations.

Richmond Line Passenger Packet Imperial for St. Louis.—At 5 o'clock P. M., to-day, this swift and truly magnificent passenger steamer leaves for the Mound City and intermediate landings. Capt. C. S. Rogers, a most popular and experienced boatman, commands, and Mr. G. W. Ford, a most accomplished clerk and perfect gentleman, fills her office. We need not say anything of the merits of the Imperial as a passenger boat, as everybody knows she is first class for speed and accommodations. Her cabin is large and the staterooms are spacious and supplied with every convenience that can be desired. Passengers and shippers should bear in mind that the Imperial is the only boat for the upper country to-day; she connects with all the railroads East. Mr. J. F. Allen, No. 22 Poydras street, is her freight agent.

New Orleans Money Market.

OFFICE, No. 70 Carondelet street, Saturday Evening, August 14, 1858.

The Citizens has had no effect on the general course of trade this week. Large sales of produce have been made for the season of work in August, such as molasses, sugar, cotton, hides, sorghum, seed potatoes, tinplate, sugar, with tobacco, flour, pork, bacon, lard, bagging and rope. The movements in cotton have been the exchange market under good supply, and the other produce transactions keep a good deal of money in circulation.

There have been very few arrivals of vessels during the week. Many packet boats from Northern points are just due, with full and large of merchandise for our wholesale dealers. Arrangements have been made for large assortments, as well as large stocks. Country dealers and traders in general will have no difficulty whatever in replenishing their stocks on as liberal terms as in Northern cities.

The general retail and fancy trade is active arrangements are in progress. The retail jobbing business in dry goods, of clothes, is one of the most important and lucrative trades. People think more of what to wear than what to eat and drink; consequently the retail dealers in dry goods have a good business in spite of the pestiferous. The large buildings on Canal square, known as the Tonto block, are now, with one or two exceptions, taken up for this business. Other localities will soon be occupied in view of the growing demands for the trade. It will not be many years before the dwelling part of Canal street will be outbuilt and occupied by business purposes. We shall see from cities to four and three stories, the rents of dwellings and business. It is expected this Church will occupy the imposing attitude the Trinity Church in New York city does to Broadway and Wall street. But all our money changers, bankers and brokers have yet to locate on Canal street.

New buildings continue to be contracted for and in course of erection. Repairs and improvements are going on in every section of the city—mechanics, laborers and artisans are plenty—wages are high, and all in full employment. Affairs appear to be alive and active, in fact, in every department of industry there appears to be full employment, throwing and keeping in circulation a liberal amount of money.

The weather during the greater part of the week has been warm, with occasionally and wholesome winds—favorable, very favorable for propagating the fever, which unfortunately now prevails in the Mississippi valley. The sickness of this year in a great part of the valley of steady and almost daily uniform heat, and hence what has been thought by physicians and medical students every the last years ago, that a certain degree of heat of every day successively terminally produces more or less sickness which may be called acclimating fever, strangers' fever, yellow fever, black fever, or as fever it all. It might be proclaimed, for the fever is not yellow, nor black, and will all the more so, as the last of years, that the fever is indigenous to our climate. The great commercial interests of the country, the trade and prosperity of New Orleans, must be taxed and have great by boards of Health and quarantine laws and examiners. We make use the fabulous to-day at quarantine of a vessel from Rio de Janeiro, with 3,000 bags of coffee; another from Havana, with 1,000 boxes of sugars. Whether, as is reported, the yellow fever can be imported in the shape of hides around a hogshead, which we see thousands of stinking and offensive hides in our streets and warehouses daily; whether contagion exists in a bale of Cuba molasses, and we have and thousands of barrels seeking with nauseous smells under a box, can one ever be free from contagion, or the plague in a box of cigars; or whether the fever is not, as it appears, best determined by our officials. Can anything such ridiculousness go further?

We learn that a malignant disease now prevails in some parts of Mississippi, and in Concordia parish, La., called the swamp fever, which has been very fatal. It had its origin in the swamps. But we should not be astonished to learn that it was imported from Rio Janeiro, or Havana, or Cuba, or Vera Cruz, or Mobile, or Pensacola, or Galveston, or Matagorda, or a place or bagging, or a coil of rope. The support of quarantine laws, we all their expenditure, is one of the extreme on economy, and tended to the prosperity of our city, and we have been prohibited to express our views on their nullity, which are confirmed by a knowledge of and experience in every element for forty years.

The money market is very tight, the demands paper and money to-day. The supply of money is free, but paper is scarce, very scarce. The offerings for discount in Five banks to-day was $140,000.

The weekly statement of the banks shows some changes. The increase in short loans is apparent from the dead weight being covered by paper coming inside at 90 days. There is an increase of all discounts of $70,681. Taking the amount of discounts and the amount of deposits, forming together nearly the aggregate, there is a decrease of $130,714.

The variations for this week are:

An increase in specie of	$37,812
A decrease in circulation of	110,611
A decrease in deposits of	87,852
An increase in short loans of	49,012
A decrease in exchanges of	26,067
A decrease in balances due other banks	32,863
An increase in specie in banks	119,712

The actual variation in long and short loans is an increase for the week of 19,469

The following were the variations for the corresponding week last year:

An increase in specie of	$31,141
A decrease in circulation of	35,230
A decrease in deposits proper of	85,6[illegible]
A decrease in short loans of	175,[illegible]
A decrease in balances of	45,849
A decrease in exchanges of	8,9[illegible]
An increase in specie in banks	24,[illegible]

There seems much activity in exchange to day. Most of the banks estimate that rates for checks on New York to pay, for negotiations may be placed at par ¼ discount in par. Some sight drafts were taken at ¼ discount. There was a falling off in the quantity offering. Thirty days sight, ¼@¼ discount; sixty days sight from ¼@¾ to ¾ per cent discount. Some bankers are asking the most. Sterling exchange is firmer. Dollars, however, continue to rise over Sterling, 109 to 110; Francs, 5 francs 20 to 10¼; and even 10¾. Francs, 5 francs 20 @5 francs 18 to 5 francs. The market generally well supplied with all kinds.

There was nothing done in stocks to-day. Holders ask high rates. All the shares of the five banks are held at the same figure as Friday, then before the holidays. Nothing done in bonds this week, as to railroad stocks.

Condition of the Banks of this city for the week ending Saturday, Aug. 14, 1858.

ACTIVE DEPOSITS—LIABILITIES.

Bank of Louisiana	603,000	3,8[illegible]	202,[illegible]
Louisiana State Bank	1,17[illegible]	1,024,[illegible]	14,[illegible]
Canal Bank	1,[illegible]	1,[illegible]	1[illegible]
Citizens' Bank	2,168,[illegible]	3,100,147	41,[illegible]
Mechanics and Traders' Bank	1[illegible]	8[illegible]	2[illegible]
Union Bank	[illegible]	[illegible]	[illegible]
Bank of New Orleans	[illegible]	[illegible]	[illegible]
Bank of Commerce	[illegible]	[illegible]	[illegible]
Bank of Louisiana	[illegible]	[illegible]	[illegible]
Bank of America	[illegible]	[illegible]	[illegible]
	$7,021,[illegible]	$13,[illegible]	$1,[illegible]

RESOURCES.

	Specie.	90 day paper.	Fac'ge.
Bank of Louisiana	2,[illegible]	1,092,[illegible]	[illegible]
Louisiana State Bank	2,[illegible]	2,[illegible]	[illegible]
Canal Bank	9[illegible]	1,14,[illegible]	[illegible]
Citizens' Bank	3,[illegible]	2,[illegible]	[illegible]
Mechanics' and Traders' Bank	[illegible]	[illegible]	[illegible]
Union Bank	[illegible]	[illegible]	[illegible]
Bank of New Orleans	[illegible]	[illegible]	[illegible]
Bank of Commerce	[illegible]	[illegible]	[illegible]
Bank of Louisiana	[illegible]	[illegible]	[illegible]
Bank of America	[illegible]	[illegible]	[illegible]
	$20,[illegible]	$14,[illegible]	$5,[illegible]

Comparative Statement of the Banks of this City for Two Weeks.

	Aug. 7.	Aug. 14.	Inc. or Dec.
Specie	$19,[illegible]	$19,[illegible]	Inc. $37,812
Circulation	[illegible]	[illegible]	Dec. 110,611
Deposits	[illegible]	[illegible]	Dec. 87,852
Short Loans	[illegible]	[illegible]	Inc. 49,012
Specie in Banks	[illegible]	[illegible]	Inc. 119,712
Due Foreign Banks	1,[illegible]	1,[illegible]	Dec. 32,[illegible]
Long and Short Loans, Aug.			$21,[illegible]
Long and Short Loans, July 24, 1858			$21,07[illegible]

A total increase of long and short loans for the week ending August 14 $19,469

The following is the comparative statement of loans, discounts, exchanges and balances, which includes active movement and dead weight:

	Aug. 7.	Aug. 14.
Bank of Louisiana	[illegible]	[illegible]
Louisiana State Bank	[illegible]	[illegible]
Canal Bank	[illegible]	[illegible]
Citizens' Bank	[illegible]	[illegible]
Mechanics' and Traders' Bank	[illegible]	[illegible]
Union Bank	[illegible]	[illegible]
Bank of New Orleans	[illegible]	[illegible]
Bank of Commerce	[illegible]	[illegible]
Bank of Louisiana	[illegible]	[illegible]
Bank of America	[illegible]	[illegible]
	$21,[illegible]	$21,[illegible]

With the exception of $3,000 from Mobile there have been no receipts of specie since our last weekly table.

The Purdanes Commercial, of 31st August, announces the suspension of Messrs. Arthur, Rogers & Co., bankers, of that city. One of the partners attributes the suspension to the fact that $40,000 of their money had been stolen.

Review of the Markets.

MONDAY MORNING, August 16, 1858.

COTTON....There was some enquiry on Saturday, but with a continued difference in the views of holders and buyers the sales were confined to about 600 bales. We repeat our last quotations as follow:

NEW ORLEANS CLASSIFICATION.

Inferior	8@8¾	Middling	11@11¼
Ordinary	11@8¾	Good Middling	9¾
Good Ordinary	9¾@9¾	Middling Fair	9¾
Low Middling	10@10¾	Fair	10¾

TOBACCO....We did not hear of a sale.

COTTON AND TOBACCO STATEMENT.

	Cotton—bales.		Tobacco—hhds
Stock on hand, Ac	1,[illegible]	7,837	82,[illegible]
Received since	1,[illegible]		82,[illegible]
" yesterday	600	1,677,[illegible]	68-68,[illegible]
		1,[illegible]	84,[illegible]
Exported since	1,[illegible]		68,[illegible]
" yesterday	2,[illegible]	1,[illegible]	27-68,[illegible]
		35,[illegible]	7,[illegible]

SUGAR....About 100 hhds were sold at steady prices. Fair to Prime 9@9½ ⅌ lb.

MOLASSES....We did not hear of a sale. No Prime offering on the levee.

FLOUR....There was a good demand and prices were higher with sales of about 4000 bbls, including 2500 Superfine on private terms, 200 Indiana and 100 St. Louis at $4 75; and 600 Extra at $5 ⅌ bbl.

GRAIN....The sales of Corn embraced some 3500 sacks, including 658 Inferior and Musty at 60c, 1380 Ordinary at 65, 474 Mixed at 66, and 270 at 68c ⅌ bushel. In Wheat nothing of any moment was done. Of Oats 250 sacks St. Louis were sold at 65c ⅌ bushel. The sales of Bran included 400 sacks at 70c, and 240 Ordinary at 65c ⅌ bushel.

PROVISIONS....The sales of Pork were confined to retail lots at $18 50 ⅌ bbl. Of Bacon 15 casks Shoulders were sold at 7¾c, 3556 lbs at 4 lots at 8c, 15 do Bagged also at 8, and 25 tierces Sugar Cured Hams at 13½c ⅌ lb. In Lard we heard of no transactions.

HAY....We noticed a sale of 60 bales Western at $21 ⅌ ton.

KENTUCKY BAGGING....Sales of 1000 pieces Hand-loom at 14½c, 500 Power loom at 15, and 200 at 15½c ⅌ yard, on improvement.

BALE ROPE....1800 coils Machine made were sold at 7¾c ⅌ lb. cash.

SPIRITS TURPENTINE....We noticed a sale of 200 bbls at 42c ⅌ gallon.

WHISKY....100 bbls Raw were sold at 24½c ⅌ gallon.

COFFEE....We did not hear of a sale.

FREIGHTS....Ships on the berth for Liverpool were filling up at 15-32d.

Shipping Intelligence.

MONDAY, August 16, 1858.

CLEARED SATURDAY.

Steamship Mariposa, Wilson, for Galveston and Indianola, G D Payne.
Ship Liberty, Atkins, for New York, Chesler Hillard
Ship Stephen Baldwin, Cotter, for Bordeaux, Marks, Knox & Co
Ship Peter Marcy, Thomson, for Liverpool, Mackey, Knox & Co
Bark Cephas Sheritt, Nichols, for Boston, G W Hynson & Co
Schr Mary Ellen, Harrington, for Pensacola, N Overton & Co
Schr Sarah Mary, Stevens, for Belize, Honduras, J Aver
Barkentine W H Gerardon, Dunham, for Boston, G W Hynson & Co

ARRIVED.

Steamship Mexico, Lawless, from Indianola and Galveston, G D Payne—1st inst.
Ship Lemuel Dyer, Nelson, from Liverpool 15th May, to Baxter, Lovell & Co—94 days.
Ship Robert Stewart, Turner, 70 days from Hurre, to master—24 days.
Br B Brothers, Baxter, from Rio de Janeiro, to Fogg & Taylor—1st inst.
Bark Wavilliam, —, from Rio de Janeiro, to Fogg & Taylor—2 days in the station.
Brig Pathfinder, Dawson, 4 days from Havana, to Goldschow & Lecparre—2 days in the station.
Schr Sylvan Tyler, Cook, 6 days from New York, to Cenery & Farwell—24 inst.
Schr Olive Branch, Smith, two days from Mobile, to master—Bar.

STEAMBOATS.

C D Jr, Vincent, from Bayou Sara.
California, Hutchinson, from Mobile.
Daniel Jackson, Pike, from Bayou Sara.
Oregon, Hopkins, from Mobile.
Dick Nash, Jones, from Bayou Macon.
H W Powell, Estes, from Memphis.
Carondelet, Smith, from Mobile—Lake and Jefferson Railroad.

Towboat Defiance, Williams, from the Passes—towed down and towed Brig Inez, ship E Stevens, bark Grace Darnwood and brig W A Stevens—came up light.
Towboat Governor Brown, from the Passes—went down light—brought up ship Roger Stewart, and to Quarantine bark Brazilero and brig Tallahi.
Towboat J. Day, Brown, from the Passes—towed down and towed in ship Lizzie J Trask—brought up ship Leonard Dyer, bark Brazilero and schr Stephen Tober.

BELOW—COMING UP.

Ship Maid of Orleans, Hall, —Gays from New York, to Aaron Cohen.
Ship C S Pennell, —, from Liverpool 31st May, to Baxter, Lovell & Co—Ship Marlborough via Galveston, to Boudousquie & Phillips.

EXPORTS.

INDIANOLA AND GALVESTON—Steamship Mexico—475 bbls flour, 50 do pork, 25 bbls molasses, 50 do whisky, 30 sacks sugar, 8 hhds sugar, 20 qrs hams, 60 sacks coffee, 75 sacks bran.

BELIZE, Honduras—Schr Mary—23 bbls flour, 36 bbls molasses and spirits, 60 do pork, 2 do beef, 1 do sugar, 1 do lard, 2 do apples, 10 do rum, 10 bbls whiskey, 1 bbl ales and 10 kegs lard, 10 bbls cotton, 1 do spirits turpentine, 1 do tar, 1 keg lard, 34 boxes candles, 2 of leds lard, 4 kegs slad, 12 demijohns rum, 3 bbls of vinegar, 1 bag seed, 1 cask chairs, 16,000 feet lumber, 4 pkgs merchandise.

BOSTON—Bark W B Scranton—356 bales cotton, 30 bales hemp, 234 bbls flour, 50 bbls rosin, 195 pkgs cotton.

NEW YORK—Ship Lizzie Trask—7 bales cotton, 1 bale hemp, 43 bbls flour, 50 bbls rosin, 195 pkgs cotton.

PENSACOLA—Schr Mary Ellen—25 sacks corn, 400 sacks oats, 32 bbls flour, 50 bbls pork, 2 bbls molasses, 1 do sugar, 10 tcs rum, 1 bbl oil, 10 bxs soap.

BORDEAUX—Ship Stephen Baldwin—160,000 staves, 118 pcs timber, 15 spars, and.

LIVERPOOL—Ship Peter Marcy—2293 bales cotton, 2000 bbls flour, 10,940 staves.

BOSTON—Bark Cephas Sheritt—4365 bbls flour and 3,000 staves.

IMPORTS.

LIVERPOOL—Ship Lemuel Dyer—556 tons salt to order.

RIO DE JANEIRO—Bark Brazilero—3000 bags coffee to Fogg & Taylor.

NEW YORK—Schr Stephen Tober—Assorted order.

INDIANOLA, VIA GALVESTON—Steamship Mexico—22 bales cotton Rosply, Blair & Co—30 do Jas A Tarver—1 do J D Kelly & Co—6 do Jas Phillips—1 do Wm Kennedy—1 do Jas Lyons—sundries to N S Darry—R B Winslow, agt—Brent & Quintie—R Miller & Co—A D Graff & Co—and sundries to order—Total 74 bales cotton.

HAVANA—Brig Pathfinder—15 bbls sugar P S Ge and Ano—325 bxs do S Pleasant—10 bxs sweet meats J Vibert—75 do sugar D de Gottardo—2 pkgs merchandise order—Total 15 hhds sugar, 325 boxes sugar, 2 pkgs merchandise.

MOBILE—Schr Olive Branch—600 bbls naval stores to J Heney Aco.

HAVRE—Ship Tuscarora—1600 demijohns wine Dickson & Nunn, Lacoste Aco—1 pkg mdse Sol, Jones, Roybern & co—1 do 11 cases wine 5600 do Solignac Granier Aco—6 cases mdse L & F Sepaux Aco—60 bbls rosin Dupuy, Hurtel—1 pkg mdse Hossalin—1 do J Hafner Aco—3 cases do Sorg Separd & Co—4 pkgs mdse P Canaris & Bro—6 do Chevallier & Dumoulin—10 do 10 cases wine Zeisel & Co—1 do Hubert Desprez—1 do 1 case—1 pkgs mdse Fourchet—61 cases wine A Cardinal—1 pkg to Mouton Cocan—3 do mdse Alier Aco—1 do to W Eustis—40 bbls champagne E Rodrigues—1 pkg mdse Ducatel—1 do 1 case Forster—1 do Sigeville—3 cases mdse T Cordeman—25 baskets champagne S Pissoat—2 pkgs mdse Gouvernin—1 do Paul Jage Aco—6 cases wine Ducatel—1 pkg mdse Lacoste—30 do A Guillp—1 do A Pepe Aco—1 do Eustis—2 do Cabes—1 do P Pistoney—1 do Durel Aco—1 do Dumoulin Aco—1 do Fall Aco—Sasson & Headington—5 Fremjacks Aco—3 F Fabre Aco—13 do S Bonnome—8 Gambon—4 do Ganeche—1 Aldrich—1 do P A Girard Aco—2 J Hurd Aco—W A Heney Aco—Hall, Kemp Aco—1 B Hyde Aco—J Hunt—C M Harris Aco—Homerson & Gaines—A Kiernan—Peet A A Jamison—R K Lancaster—W H Leathbloom Aco—J A Allen Aco—Sam Lathbloom—Allen Aco—Lacoste & McGill—T Lacoste Aco—D C Lowther—J A Martin Aco—T Moore—J T Moore Aco—Moore & Mathews—W Moore Aco—T E Mathews—Smith, Gomez Aco—Nock, Seller Aco—Patterson & Wright—Turnbull Aco—G H Hoy—Sonnestal, Templeton & Co—S S Pierce—Taylor Aco—Wm Taylor—Wm Taylor Aco—Pratt Aco—Vance Aco—Vaughan Aco—W A Vincent Aco—Wolf & Bro—J Wolcott Aco—O C Goodman—Wessler, Geiger & Co—H Winslow Aco—T Yale & Aco—and others.

COMPTROLLER—OFFICIAL.

COMPTROLLER'S OFFICE, City of New Orleans, August 16, 1858.

[No. 4067.]

Resolved, That the Comptroller will, after ten days notice in the official journal, a contract for building a school house at Milneburg, on the south side of ground of the school house, bounded by the ways adjoining.

Notice is hereby given, that on FRIDAY, the 27th inst., I will adjudicate at my office, at 12 o'clock, M., the above contract.

aug 16 1d T. THEARD, Comptroller.

SPECIFICATIONS for the contract for building a wooden school-house at Milneburg, on the south side of Lake Pontchartrain.

LOCATION—This school house shall be located on a lot of ground situated in the south side of Gentilly road, between Union and Frenchmen streets, and bounded by the Gentilly road by about 128 feet in depth, between parallel lines.

FIRST FLOOR—Shall be 30 feet in depth, and 20 feet in width, of an accordance with the accompanying plan of the same marked on said plans, profiles and sections.

The foundation shall consist of brick, 18 inches thick by 3 bricks long, raised 2 feet 6 inches above the level of the ground, said piers shall have each 18 inches in diameter, resting upon sound brick piers 2 feet 6 inches square.

The sills which support the walls of the building and the girders shall be 8 by 8 inches. The corner posts and window and door posts shall be 8 by 8 inches. The joists shall be 3 by 10 inches, placed at 2 inches from centers. The ceiling joists shall be 3 by 10 inches, placed at 2 feet from centers. The roofs supporting the roof shall be 4 inches in diameter, the ridge pole shall be 4 by 6 inches, the rafters shall be 2 by 6 inches, and placed at 2 feet from centers. The studs to be well framed with tenons and mortices. The partition studs shall be 3 by 4 inches, to be well framed and braced, and the whole to be of workmanlike manner.

A little under the level of the floor of the school room, free from sap, but to be of a color defer, calculated to last, shall strongly be obtainable.

SHINGLES AND SASH FASTENINGS DOOR—The roof shall be shingled with good, well-seasoned yellow pine boards, the sash fastening and blocks, door. The roof shall be stained with a good coat of paint of white. Sash to be of the pattern and size of those in the school house in the Fourth Ward, and to be covered with English tin, and well painted. In effect, the work is everything to be of the best workmanship and of a substantial construction, and to be warranted right for one year.

FLOORS—All the floors shall be of pine, well seasoned, 1¼ inch, tongued and grooved, narrow, well dressed, yellow pine.

STAIRS—Six risers shall be constructed, to receive the door, lined with the wooden hydrant, on one side, and with a proper wooden hand rail, on the other side.

DOORS AND WINDOWS—The outside door in front and the rear door shall be 3 feet 4 inches above the plane of the sidewalk, 2 inches thick, the front door to have a transom 18 inches by 30 inches, and hung with one pair of butts 4 inches long, and 3 inches wide, and the rear door to have two pairs of butts 4 inches long, and 3 inches wide, and hung with a good lock, and two bolts, one to be a good American mortice lock. The doors on the left side of the building to be 2 feet 6 inches in the clear, and hung with butts 3 inches long, and 3 inches wide, and to have a good lock.