NEW YORK CARDS.

JONAS BROOK AND BROTHERS' BEST SIX CORD AND PATENT GLACE Spool Cotton, White, Black and all colors.

Combining the smoothness of silk with the strength of linen, and for SEWING MACHINE USE ABSOLUTELY UNRIVALLED. For sale by the principal houses in New Orleans and Mobile; and also in original cases by the manufacturers agent, WM. HENRY SMITH, 82 and 84 Vesey street, New York.
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SOUTHERN HAT HOUSE—
BYRAM, HIND AND BLISS,
—Importers and Wholesale Dealers in—
Hats, Caps and Straw Goods
BONNETS, FLOWERS, UMBRELLAS, PARASOLS, etc.
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No. 19 Murray street, near Broadway, New York.
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This celebrated Wine, of the above well-known brand, has been, and will continue to be, received by the undersigned in quantities to meet the increased demand of dealers and consumers. Thoroughly satisfied, from the strongest evidence, that it comes from the closest lineal descendant of the old and first established house of Heidsick & Co., of Rheims, they have taken hold of it with a determination to bring it and its claims to distinction, before the public, even more generally than heretofore. The superior quality of this article must satisfy any one that its emanation is from a source where great attention, as well as thorough experience, have been brought to bear in its production. Charles Heidsieck has given his whole mind to the perfection of his wine, and to making it worthy of the name. Frequent visits to the United States have enabled him more fully to understand and appreciate the tastes and wishes of consumers; and of his having profited by that information is evidenced by the Champagne now presented for the palate of the connoisseur—a wine unsurpassed for its rich bouquet and general excellence. The varieties of brands of Champagne tend greatly, no doubt, to confuse the purchaser, but the lovers of good and genuine wine must look for "Charles Heidsieck" in full on the label, as well as on the corks and capsules.
T. W. BAYAUD & Co.
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The Charles Heidsieck can be obtained in quantities at the under mentioned Houses, besides many others not here named, and at retail with all the principal hotel-keepers.
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J. H. & I. N. MARKS,
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ESTABLISHED IN 1806.
Ridley & Co.,
CORNER OF CHAMBERS AND HUDSON STREETS,
(Opposite the Hudson River Railroad Depot.)
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CANDY, SUGAR PLUMS, LOZENGES, etc., etc., in all their varieties, made exclusively from treble refined Loaf Sugar, without adulteration or admixture of deleterious substances of any kind.
Those wishing to purchase a pure article are requested to call and examine our stock, and contrast them with those offered elsewhere.
☞Boxes of ASSORTED CANDIES, for Families, put up to order, at prices ranging from $6 upwards.
☞Candies, etc., etc., packed in boxes of 25, 50 and 100 lbs., suitable for the Southern trade and shipped to order.
☞Orders by mail promptly executed.
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And Combination Cushions.
Patented Feb. 19, 1856; Oct. 28, 1856; Dec. 5, 1857; Jan. 12, 1858; Nov. 15, 1858; and March 29, 1859.
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Sole Manufacturers,
65, 65, 67 and 69 Crosby street,
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CARRIAGES AND HARNESS,
at the shortest notice and on the most favorable terms, and offers particular inducements to SOUTHERN PURCHASERS, equal, if not superior, to those of any other manufactory of the kind in the country.
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Manufacturers and Wholesale Dealers
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Hats, Caps and Straw Goods,
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FRANCIS & LOUTREL—
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Every variety of Blank-Book, Paper, Stationery, Steam Printing, Lithographic Work and Book-Binding.
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GENERAL ENGRAVERS AND LITHOGRAPHERS,
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Respectfully informs Merchants, Dealers, Jobbers, etc., that they have constantly on hand a full assortment of all the above mentioned goods, together with such others as are in use for every mechanical purpose.
☞Special orders for any goods which are not kept on hand will receive our prompt attention.
☞All goods furnished at manufacturer's prices, catalogues of which can be obtained upon application, or by addressing as above. jy18 3m

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PLATED WARE, JEWELRY,
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THE POLAR REFRIGERATOR—
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FILTER AND WATER COOLERS COMBINED,
Involving important principles never before attained, which enables Meats, Fish, Milk, Vegetables, Fruits, etc., to be kept longer, dryer and cooler, with less ice than can be done with any other Refrigerator now in use.
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CIVIL ENGINEERING—J. K. DUNCAN & CO.,
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We are prepared to receive and execute with dispatch and accuracy orders for Guns of ANY PRICE to suit the peculiar views and tastes of any individual, and to furnish them AS LOW AS THE SAME ARTICLE CAN BE BOUGHT FOR IN THE SOUTH!
By constant intercourse with the gun-buying community of the South and West for over thirty years, we have been enabled to profit by the suggestions of their varied experience, and have introduced many improvements peculiarly AMERICAN, and not found in NINE-TENTHS OF THE GUNS IMPORTED INTO THIS COUNTRY!
Sporting Equipments and Ammunition of every description—Rifles, Pistols and Revolvers—Colt's, Allen's, Tranter's, Smith & Wesson's and Whitney's Repeaters. Sole Agents in New Orleans for SHARPS RIFLES.
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my7 1y Sign of the "Golden Pelican," New Orleans.

NEW ORLEANS DAILY CRESCENT.

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

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New Orleans Daily Crescent.

TUESDAY MORNING, SEPTEMBER 6, 1859.

TEHUANTEPEC CORRESPONDENCE.

Special to the New Orleans Crescent.]
MINATITLAN, Mexico, Sept. 1, 1859.

COMPLICATIONS OF THE TEHUANTEPEC COMPANY.

Messrs. Editors—I have again to inform you that the various complications of the Tehuantepec Company are still further perplexed by the action of the company and by the interference of the civil authorities of Juichitan. When Mr. Sidell departed I believe he left Capt. Johnson in charge of the central office at Chuela, but it appears that the natives did not respect Mr. Sidell's appointment, but went to Chivela, attached everything, locked up the houses, shut up the provisions, and put a clincher upon any further use of the station by the company. Capt. Johnson accordingly came down to this place, and goes to New Orleans by this steamer, where I am in hopes he will fulfill his promise of opening the eyes of the directors as to the character of the officers the company has entrusted with important works on this Isthmus. Capt. Johnson has an interesting budget of news, which it would be exceedingly beneficial if the company could prevail upon him to make public. However, I suppose most of the expositions hereafter about unfaithful officers, will have to come as usual through the Crescent's correspondant.

GOLD ON THE ISTHMUS.

A party of miners started up the river yesterday on the steamer Suchil for the purpose of working the mines near Chivela, in what are called the Central mountains. In conversation with one of the parties, he told me that he had worked the same mines last year, and that after meeting with very good success, he was finally compelled to abandon the work because the water gave out. He thought that there were good diggings in the mountains, but the scarcity of people and water made it difficult to work at times.

INDIAN MOUNDS AND TRADITIONS.

I observe in the Crescent an account of large recoveries of gold and silver images from Indian mounds on the Chiriqui, in the Republic of New Granada. My attention has been called to the existence of similar mounds in this Isthmus, which are probably just as full of wealth as the Panama tumuli. The traditions of the savages of this country represent that large quantities of wealth have been buried by the poor Indians under the foolish hope that when in the future the Spanish race had been driven out, they might return as disembodied spirits and enjoy the wealth their cruel oppressors had not allowed them to spend while alive. This is a singular tradition, yet an old French merchant who resides next door to me says that it is corroborated by circumstances at present which convince him that the Indians not only have buried money heretofore, but they do so now. He says they never take American money into the country, but invariably manage to exchange what they may acquire for Mexican coin, which they take into the country, and which they never bring back. Besides, old Indians say that they have been ordered to bury their treasures, and they cannot offend by neglecting the order. Who knows but what we may be treading on fortunes at every step we take in a country so full of mystery as this one is? Everywhere I meet a people who have no connection with the world, but to live and die—who earn money and yet never spend it—who buy nothing, who hold nothing, who are always industrious, self denying and acquisitive, and yet who have nothing but the basket on their head, the wrapper of cotton cloth about their loins, and the pervading hope that the future has some fortune in store for them, which involves a revolution of the world from its present light to the depths of their aboriginal darkness. They are a riddle.

WHAT IS TO BE DONE NEXT?

The charter of the Habana expires after two more trips, as does the mail contract, and we are all anxious to know what is to be done then. If the company withdraws its steamers, this Isthmus descends to discontent and darkness again, for we shall then have nothing to do but sit down and suck our paws. No papers, no boats, no nothing; it will be worse than Egypt when you could cut the darkness with a jack-knife. Well, you suspend your expositions of the obscurity of modern Democracy to throw a little light on the opacity of the Tehuantepec transit route.

RUMORS.

We have heard the report, which is discredited, that Mr. Benjamin brought or wrote good word from Europe that he would get money. Next we hear that the Pacific Mail Company will undertake the contract of carrying the mails over the Isthmus, which has some believers; and then again it is stated that Hargous & Co. and a French house in Mexico have coalesced and intend to do the work. It is almost certain that Hargous is working against the Tehuantepec Company, and that he intends to get the charter, if possible; but I believe the Board of Directors of New Orleans say that the concern shall not pass into the hands of the North.

This is the right spirit. In a matter of such vital importance to the South, we ought certainly to hold on to the route until perfectly satisfied that with us the work was impossible of success. I do not think this condition has been achieved as yet, but I believe that a radical change must take place in the management of the concern, or it will fail entirely in Southern hands. It is time that broken-down politicians were entailed upon the route to supervise important branches of labor, for broken-down politicians here, as elsewhere, never know anything particular about work, but are invariably adepts in spending money? Politics ought to be kept out of this work, or the South had better sell her rights in the matter. Slidell Democracy has almost ruined this concern, as it has everything else with which it has had connection. I hope a word is as good as a kick.

WHAT OF THE MAILS?

The newspaper mail failed at this place this trip of the Habana, as it has done for several times before. As a matter of course Capt. McConnell is not to blame, for he brings what is given to him; but as I never fail to get letters and papers from San Francisco, I should certainly think a post-office so much closer and which has no changes to make, could send our mails semi-monthly to this place. I will now intimate to the Postmaster that we trouble him but little, and if he is not too busy with politics, just to give one hour's attention to Minatitlan matters, and we shall feel under obligation. However, if it interferes too much with his time and talents, I suppose we can get along as usual.

ABOUT HERNAN CORTES.

The original grant of land made by the crown of Spain to the mighty conqueror of Mexico, is located on the Isthmus, and is now in possession of a very rich old Spaniard who lives near Chivela. The Tehuantepec road will cut it in two for a distance of over twenty miles. What would the old warrior think to wake and see his heritage in such a fair way of being made of immense value?

At the little town of Julphan, thirty-five miles from here, there is a large mound or statue built up to perpetuate the fame of Malincha, the famous Indian mistress of Cortes. The Indians built it and now revere it.

MEXICAN INDEPENDENCE DAY.

If any of your people want a healthy and pleasant trip to the tropics, let them get on board the Habana and visit Minatitlan on the 16th, with Capt. McConnell. The greatest exertions are making to celebrate, after the Mexican fashion, the anniversary of Mexican Independence, which occurs on the 16th of September, and I can promise those who patronize the Isthmus that they will not lose in entertainment on the occasion. Besides, it is necessary for some of your New Orleans citizens to visit this magnificent country, to see its advantages, to look at the road and the river, and there never will be a better occasion. This great enterprise, the only one which New Orleans has outside of Louisiana, needs to be seen and once looked upon; the public will feel that it is neglecting part of itself in discarding from favor the Isthmus route not only to California but to all the ends of the earth.

THE STEAMSHIP HABANA.

Capt. McConnell made the last trip in splendid time, arriving off our bar by 2 o'clock in the afternoon, and furnishing us with papers at an early hour in the afternoon. She is making friends every trip.

DINNER ON BOARD.

Quite a number of citizens of Minatitlan partook of a splendid dinner on board the Habana on the 31st of August. Fish from New Orleans, melons and fruit from the same market, and all the delicacies which your tables groan over, regaled our palates on the occasion.

FOR THE MEXICAN SERVICE.

I understand that Col. Bruno von Natzmer, of filibuster notoriety, has been offered a commission in the liberal army of Mexico. Is Nicaragua defunct? Where is Gen. Walker?

ANOTHER ATTACK ON THE STAGES.

A letter from Tehuantepec gives me the particulars of another assault upon the company's stages by armed robbers in the district of Juichitan. Says the writer: "Affairs here are in much the state as when I wrote you last. The Juichitecos rob in the town, and the Patricios in the country. Last week one of the stages that left Tehuantepec for the Almodoyo was pursued by four Indians armed with muskets, but the road being good, the driver outstripped the red-skins.

FROM OAJACA.

A private letter from Tehuantepec says that when the news of Cobos' march upon that place was made known, the Governor levied a contribution of $100,000 upon the citizens of Oajaca to assist in the defence of the town. The alarm in Oajaca, as I have already written to you, was useless, for Cobos broke down before he got twenty-five miles from Orizaba.

OUR CUSTOM-HOUSE.

Efforts have been made by those inimical to the Americans to remove the custom-house from this city to the mouth of the river, but the effort has failed through the influence of the gentlemanly and intelligent collector of this port, Col. Francisco Soto.

Western Coast of Mexico and Sonora.

Special to the New Orleans Crescent.]
MINATITLAN, Sept. 1st, 1859.

Messrs. Editors: We have dates from the western coast of Mexico down to the 4th of August.

Mr. Conner, American Consul at Mayattan, arrived here on the 1st September, en route to Vera Cruz. Mr. Conner is the pioneer printer of the California press.

He gives us news from Guaymas to the 31st of July; San Blas, August 1st; and Mayattan, August 4th.

The Indians were very troublesome in Sonora. A terrible battle had been fought with them, in which two hundred Indians had been killed.

Politics quiet. A little speculation in land going on.

In Sinaloa all was quiet. No counter movement in opposition to the Liberal Government has been attempted since its capture by Peschierra. The capital of Sinaloa is now permanently located at Mayattan. A large quantity of arms, including eight pieces of artillery manufactured in San Francisco, reached Mayatlan about the 1st of August.

Marquez is on the road to Tepic, with a conducta of $300,000. It was thought the British sloop-of-war Calybre would take it in hand if she was not interfered with by the American captain in port. This, it is supposed, will originate a difficulty between the Americans and English.

COMMERCIAL CORRESPONDENCE.

Special to the New Orleans Crescent.]
HAVANA, Sept. 2, 1859.

Messrs. Editors: During the last two or three days there has been a little more activity manifested in Clayed Sugars, although holders have continued firm upon the basis of 7¾ to 8 rials per arroba for D. S. No. 12, at which rates considerable parcels have changed hands. The Sugars now in stock are nearly all of a damp or inferior description, and it seems almost impossible, taking in view the stringent state of the money market, and the usual facilities for obtaining money being almost entirely withheld, that the above quoted rates can be long maintained, more particularly as the stock on hand here and at Matanzas exceeds that held at this period last year by nearly or quite 85,000 boxes.

IN MUSCOVADO SUGARS AND MOLASSES I have not heard of a single transaction, except 50 hhds. of the latter taken for Valparaiso, at a rate not disclosed, since my last advices.

LARD.—Except some 200 or 300 tierces, the stock of this article at present on hand is *soft*. Rates, however, for that which have advanced, say to $18 to $19 for tierces and bbls., and $19 to $20 for kegs per quintal. The stock is computed at about 1200 tierces and from 800 to 1000 kegs.

BUTTER.—There is an improved demand for good common kinds of this article, consequent upon the condition of the larger quantity of the Lard now in stock. 75 kegs Dutch, realized on the 25th, brought $23 per quintal, and 153 kegs Goshen, ex Quaker City, on the 27th ult., $26 50 per quintal. Unless the arrivals on the 1st inst., from New York, four or five in number, have some of the latter description on board, the market is entirely bare of it.

CHEESE enjoys a fair demand, and is scarce. 9 boxes of Island produce, from Port Principe, sold on the 27th ult. at $22 per quintal.

HAMS are in better demand, the stock being quite small. 31 bbls., ex Allan A. Chapman, from New Orleans, sold on the 26th ult. at $17 50 per quintal, and 17 bbls. from Boston, on the 1st inst., at $15 50 per quintal.

BEEF is in full supply. 135 bbls., ex Allan A. Chapman, sold on the 26th ult. at $10 62½ each, and 10 bbls., ex Quaker City, from New York, on the 27th ult., at a rate not disclosed.

CLEAR PORK is in good demand. Unless the recent arrivals from New York have any on board, there is not any in first hands. 30 boxes, ex Quaker City, from New York, sold on 26th ult. at $18 per quintal.

POTATOES very abundant, but the rates of American are well sustained. 200 bbls., ex Quaker City, sold on the 26th ult. at $4 50 each, and 680 bbls., ex same ship, same day, on private terms, as were also 1000 bbls., ex Albertson, from New York, on the 31st ult., and 1099 bbls., ex John Benson, from New York, 1st inst.

CORN, of Island growth, is in very full supply. 200 sacks, ex Quaker City, from New York, sold on the 27th ult. at a rate not made public.

TALLOW.—American continues scarce and in good demand. The want of stock has alone prevented sales.

BEANS enjoy a fair demand. A parcel of Egg Beans, ex Quaker City, from New York, sold on the 27th ult. at $1 62½ per arroba.

YELLOW PINE is still very scarce. We have been without arrivals for some time, and there is not any in first hands.

FREIGHTS.—Vessels of small capacity, to load Sugars for Europe, at 52s. 6d. to 60s. per ton are beginning to be wanted. Coastwise there is not anything doing doing.

EXCHANGES very dull. I quote Sterling 14 to 15 per cent. premium; New Orleans, (short) 5 to 6 per cent. premium; New York, etc., (60 day bills) 3 to 5 per cent. premium. As ever, ***

THE REVOLUTION IN VENEZUELA.—An official publication has been received in New York from Caracas, containing documents relating to the recent change of Government in Venezuela. It contains the resignation of President Castro, the temporary acceptance of executive power by Don Pedro Gual until the arrival of Vice-President Tovar, the official recognition of the new order of things by the representatives of the United States, England, Brazil, Spain, France and Holland, and proclamation of the local government of Caracoas to the people bearing dates from the 2d to the 7th of August.

The notes of foreign Ministers to the Secretary of State of Venezuela, recognizing the new Government, are drawn up in the most cordial terms.

HAVANA CORRESPONDENCE.

HAVANA, September 2, 1859.

Special to the New Orleans Crescent.]

Messrs. Editors.—The old adage says, "it never rains but it pours," and such is really the case at this moment. For some little time it has only been with the greatest difficulty I have been enabled to glean subjects of the slightest general interest upon which to write; happily, however, such is not the case today, for there is a perfect plethora of interesting matter to send you, and I am at my desk at early dawn in order to endeavor to send you the whole, my only fear being that the DeSoto will arrive at an hour so early as to prevent my doing so. As she will not enter our port, but only "lay to" off the Moro Castle, it will be requisite I should close my letter within twenty minutes after she is signalized, and it may be, therefore, that I shall be compelled to bring this communication to a close somewhat abruptly.

My last letter was forwarded per Philadelphia on 24th ult., and soon after her departure a silly report came to my ears that a request had been made to the Ayuntamiento (city corporation) to issue bonds bearing interest for the purpose of affording relief to the money market, which has been and still is lamentably stringent.

I am not apt to believe all I hear, and as I could not understand upon what principle the city corporation should have been thus requested, (to which request it was added it had returned a negative reply,) I, after a few moments thought, made up my mind that there could not be any truth in the report; nevertheless, as I could not lose anything by making enquiries on the subject in circles likely to be informed, I went at once to certain friends of mine, gentlemen of position, fortune and intelligence, who would have been certain to have known had any such request been made, and from them I learned the fact, which had been so singularly tortured into the aforesaid report. I believe I informed you some two or three weeks ago, that it was intended by the "Spanish Bank of Havana" to issue bonds bearing interest at the rate of 6 per cent. per annum, a plan which was found to work well at the period of the panic in the money market here, some two or three years ago, although the bonds then issued bore interest at the rate of 10 per cent. per annum. It appears this intended issue of bonds by the bank has been discussed at a meeting of the Real Acuerdo, (Royal Colonial Council) and that the legal adviser of that illustrious body had given it as his professional opinion that it would be contrary to the terms of the charter of the bank, were it to do so, and that some two or three influential members of the "Real Acuerdo" having coincided in that opinion, the proposed bonds will not be issued by the bank. It is, however, anticipated the next mail steamer from Spain will bring the Royal permission to the bank to issue two millions more of its "billetes," (bills payable in specie on demand) but these, I humbly submit, will not afford any relief to the money market, because these bank bills are all of high denomination, the smallest being of fifty dollars value; and although they do form a currency among the wealthy—men who look upon an *onza* ($17) as the man in ordinary circumstances does upon a *medro*, (half a dime)—yet they can never be introduced as a currency in the general concerns of life.

If it be really desired to afford ease to the money market, the remedy is simple enough. Let the public funds be deposited in the Spanish Bank of Havana, and it rendered the Fiscal Agent of the Government of the Island, then let some person possessing an adequate knowledge of finance occupy the position now filled by Senor Goyri, who, though I believe him to be a very estimable person, yet it is evident is totally unfitted to be the Managing Director of such a vast concern as the Spanish Bank of Havana. That bank would, under the above circumstances, no longer feel constrained to act, but would, as it might safely do even at present, expand, and our merchants and traders would again wear smiling faces, commerce would again thrive, and we should not any longer see features of almost despair depicted upon the countenances of so many of our commercial men.

Now for a subject which more especially interests the shipping interests throughout the United States. It is translated from a recent impression of the *Gacela*:

The Director General of Ultramar has communicated the following *Royal Order* to his Excellency the superior Civil Governor, Superintendent Delegate of the Royal Treasury, under date 1st July ult.

Excellent Sir.—The Minister of War on this date has communicated the following: The Queen has this day approved these rules for the government of Captains and Supercargoes, who are in the commerce of foreign ports to the Islands of Cuba and Porto Rico, communicating these rules to the Consuls and Vice-Consuls of Spain in foreign countries, so that they may publish them several times in the periodicals or official bulletin of the place where they reside. The said rules will be complied with on the part of Captains at the expiration of thirty days after said publication in the periodical referred to.

MINISTER OF WAR AND ULTRAMAR.

The Captains and Supercargoes of vessels in the commerce of foreign ports to the Islands of Cuba and Porto Rico will observe the following rules from their departures up to their arrivals at the destined port.

"RULE 1ST.—Captains of vessels from foreign ports to the Islands of Cuba and Porto Rico, will present to the Spanish Consul or Vice-Consul the manifest and a duplicate without any alteration to express. 1st, the class, flag name, exact number of Spanish tuns of the vessels they command; 2d, the name of the vessel they command; 3d, the port or ports whence they proceed; 4th, the names of the persons who load the vessel, and the owners or consignees to whom the cargo is consigned; 5th, the bales, parcels, barrels, boxes and other packages, with the marks and corresponding numbers, expressing by numbers and letters the number of each class of them; 6th, the generic class of merchandise contained in these packages; 7th, the same with respect to those intended to be deposited or *in transito*; 8th, he will conclude by expressing in conclusation that the vessel has no other merchandise on board, and that none of which is of a prohibited class.

"RULE 2.—The articles which from their nature cannot go in bales, nor be packed up, as is the case with iron in bars, sheets, the metals 'gallapagos,' or in pigs, boards, staves and other lumber, will be designated by Spanish weights and measures, according to their class, and so inserted in the duplicate.

"RULE 3.—These two documents will be certified, by the Spanish Consul or Vice-Consul, who will give the captain one and retain the other himself, to remit to the Intendencia (Treasury) of the Island to which the vessel is bound, to serve the Custom-house to compare with the manifest presented by the captain.

"RULE 4.—The captain will at the end of his voyage place a note on the manifest, explaining, first, the merchandise or articles possessed by each of his crew who carry beyond one hundred dollars value; second, the articles of provisions remaining on board; third, the munitions of war and warlike instruments in reserve.

"RULE 5.—The captain, on his arrival at his port of destination, will deliver to the Chief of the Caribineros (Landing Waiters) during the period of the official visit, the manifest."

"RULE 6.—If a vessel is in ballast the captain will present to the Consul or Vice-Consul a duplicate note expressing the fact, and will proceed in the same manner with the manifest, i. e. that the Consul will certify both documents, delivering one copy to the captain, reserving the other to remit as stated in rule 3.

"RULE 7.—If the captain or supercargo does not present the manifest or note that the vessel is in ballast, during the official visit, which will be made at the fall of the anchor at the port of his destination, he will be subject to a fine of two hundred dollars *fuerte* (strong) for the lack of that document. If it does not have the certification of the Spanish Consul the captain will be liable to a fine of one hundred dollars (strong) for not having that formality. If it does not contain the circumstances contained in the first rule, a fine of twenty-five dollars will be imposed.

"RULE 8.—In case an amendment or alteration should be noted in the said document, the captain or "*patron*" will be liable to answer the charge of falsification in the tribunal. It being understood the same responsibility is incurred whether in cargo or ballast.

"RULE 9.—The presentation of the manifest is obligatory, and will take place in all the ports, bays or anchorage grounds of the island, when the vessel arrives, the administradors (collectors) taking a copy, returning the original to the captain, that he may deliver it at the port of his destination.

"RULE 10.—The *briques derosguardo* (revenue cutters) may claim the manifest of the "patron" or captain four leagues from the port of destination.

"RULE 11.—The captains are obliged to present to the Spanish Consul or Vice-Consul at the port of his departure a note of the approximate value of his cargo to serve as *data* for commercial statistics.

"RULE 12.—The captain who does not declare the exact number of Spanish tuns will pay all the expenses of measuring, if the excess be more than ten per cent.

"RULE 13.—The captains who are, through stress of weather or other unforeseen accident, obliged to throw away a part of their cargo, will note it in the manifest, expressing the quantity of bales and classes, and is obliged to lend the Custom-house the corresponding declaration, and exhibit his log book to prove his assertion.

"RULE 14.—The passengers' baggage will be taken to the stores of the Custom-house for examination. If merchandise is found therein of the value of $100 (puerte), the duties will be paid thereon; if the value be more than $100 and not exceed $500 in value, double duties will have to be paid; but if it should exceed that value it will be confiscated, unless a note of these goods has previously been presented, and in such case, they will only pay the regular duties.

"Madrid, July 1, 1859. Approved by Her Majesty. True Copy, O'Donnell. Ulloa, Director-General.

"This is published in the *Gaceta*, by order of His Excellency, the Governor Superintendent Delegate of the Royal Treasury, for the knowledge of the Merchants.

"Havana, Aug. 27th, 1859. (Signed) Miguel Suarez Vigil, Secretary."

As doubtless the foregoing will be the subject of editorial comment, I shall content myself by asking if any document could be more cunningly composed to effect the entire ruin of the commerce between the United States and this Island. An old sea captain, to whom I read the "Royal Order" yesterday, when I had concluded, exclaimed, "Well, after a while, we shall not be enabled to come here at all, and then we shall see who will be the losers."

Frederick Kern is appointed Prussian Consul in this city during the absence of Mauricio Stern.

The British Government has remitted £20 sterling to each of the Spanish (Cuban?) fishermen Juan Orsijan and Pedro Almestequi, who picked up at sea and carried into Trinidad de Cuba, the boat in which were Commander Scott and other officers of the wrecked British gun-boat Jasper, last year.

The "*Credito Mobiliario*" of this Island, is about to go into liquidation. More the pity. Had it been properly managed it would have been of great public benefit.

Senor Alcazar, late "Administrador" of the Teatro Tacon, went to New York on 29th ult., to endeavor to collect an Italian Opera Company to appear at that house.

On the evening of the 28th, and early on the morning of 29th ult., that rare phenomenon in this latitude, an aurora borealis, was visible in this city. It was of extraordinary beauty. I find a full and beautiful description of it in the *Diario de la Marina* of 30th, communicated by that scientific gentleman, Don Andreas Poey, of which I would send you a translation, but that I am really tired; besides which, I have something of greater general importance yet to communicate.

The *Gaceta* of the 28th ult. contains a circular from the Postmaster-General to the several postmasters of this Island, which commences thus:

In order to put an end to the abuses arising from the national and foreign correspondence being conveyed by private hands, causing damage to the public service and petty frauds upon the interests of the Royal Treasury, I am under the necessity of reminding the postmasters of the Island of the necessity that exists for the exact compliance with the circular issued by his Excellency the Captain-General of this Island on March 1st, 1849—

which forbids any person conveying any sealed sheet, either in the Island or from abroad, unless expressly sent by the authorities, except where there is no post-office, and then they are to be taken to the nearest post-office. The party failing so to do will be fined a ducat. If it be desired that the above should be strictly obeyed, then the authorities must make civilized men and reduce the enormous tax of twelve and a half cents, now imposed for the simple delivery of a letter or paper from the post-office. Attached to the circular of 1849 are fourteen rules, of which I will only trouble you with one or two. One of these rules says, "No printed paper can be sent closed, except through the post-office." Indeed! Then, Senors, be pleased to let us have our newspapers within four or five hours after they have reached the post-office, and do not detain them for days and weeks, as has been frequently done. "Letters brought from the United States or the Indias (Mexico) will be paid for at the postoffice at the rate of once cent each, and those from any other country at the rate of two cents each." If this has been the law since 1849, why has the post-office here so steadfastly refused to pay a single cent for the thousands upon thousands of letters that have since then been delivered to it from American steamships and sailing vessels?

I have known the masters of many sailing vessels deliver quite a *mail* at the post-office in this city, for which they could not obtain a brass farthing by way of payment. Indeed, but a week or two since I heard the captain of a sailing vessel state he had brought nearly two hundred letters to the post-office, where he had been told, "They never paid anything for letters delivered to them." But I suppose now, that this old law has been revived, letters delivered hereafter at the post-office will be paid for.

Who shall dare say that Cuba is not progressing? I have been pleased to observe a periodical agency has been established at No. 6½ Calle del Obispo, in this city, whose proprietor tells me he will receive by each steamship from the United States full and regular supplies of magazines and newspapers—your Crescent of course included—from the principal cities of the United States, which he will sell by the single copy. Such an establishment has long been needed in this city, and I doubt not but that it will do a thriving trade.

The mail steamer from Spain has arrived, and brings the following news: The capital of the Spanish Bank of Havana is to be increased one million of dollars. The Bank is authorized to issue *billetes* (bills payable on demand in specie) to twice the amount of its capital, having a reserve of one-third in specie—to issue *billetes* of $25 each, and by discounting notes, having three and six months to run, to assist commerce. The Bank may, by permission of the Captain-General, increase its rate of interest. The two signatures required on each note discounted; only one need be that of a resident of Havana, the other being that of a resident of any other part of the Island. There is no longer to be a second sub-director to the Bank.

A new staff of the chief officers of the Customs of this Island has been appointed, the present incumbents, I suppose, being considered long enough in office to have realized a handsome fortune, three years or a less period of time generally sufficing for that purpose; so these new harpies, "hungry as hounds," are sent out—some, I believe, have already arrived—to fatten upon the vitals of poor Cuba!

We have heavy rains daily, and I am sorry to say the public health is not improving.

There have not been any arrivals from or sailings to New Orleans since I last wrote you, except the steamship Cahawba. The Allen A. Chapman, Capt. Laurent, will sail for New Orleans the 3d inst.

Arrival of the Steamship De Soto.

The U. S. Mail steamship De Soto, J. D. Bulloch, commander, from New York via Havana, crossed the bar early last evening, having left the latter place on the 2d inst. The De Soto did not enter the harbor, but discharged and received her mails outside. She brings no passengers or freight from Havana. From that place we have but little of interest to chronicle.

On the 3d inst. the brig Margaret A. Stevens arrived at Havana. On the 4th, about 5 P. M., ten miles from Pass a l'Outre, exchanged signals with U. S. steam sloop-of-war Brooklyn, commander Farragut, evidently bound to Pensacola. September 1st, lat. 24 deg. 40 min., longitude 79 deg. 30 min., passed ship Lady Blessington, of Boston, bound to the Southard.

[See our "Commercial Correspondence" for markets, exchange, etc.]

The following are the passengers by the De Soto:

Mortimer D Maine, Esq., A Baldinger, Daniel Harrison, G H Darling, R Segree, A M Cortes, M Delgarave, lady and servant, W Graham, lady, two children and servant, George Imsdes, Mrs J Eichel, Mrs M Allen, Mrs Hanson, J Scola, F Schenrasch, Mrs Sanford and child, H S Hackner, A Scola, Daniel McGold, S Kane, J S Mitchell, F Isard, Capt Gardiner, M Farrell and lady.

Telegraphed to the New Orleans Crescent.

FURTHER NEWS FROM EUROPE.

ARRIVAL OF STEAMSHIP NORTH BRITON.

[BY THE NATIONAL LINE.]

Commercial Intelligence.

FARTHER POINT, Canada, Sept. 5.—The steamship North Briton, Capt. Jones, passed off this point early this morning on her way to Quebec. She was boarded by the Associated Press news boat, and a summary of her news brought ashore.

The North Briton left Liverpool on the afternoon of Wednesday, the 24th ult., and brings some hours later news than was received by the Arago off Cape Race.

The general and political news by the North Briton is not of an important character.

The latest advices from Italy represent the hostility to the return of the Grand Dukes as on the increase.

The National Assemblies of Modena and Tuscany had unanimously adopted resolutions banishing the dynasties of the Grand Dukes and annexing the dukedoms to Piedmont.

LIVERPOOL, Aug. 24.—The sales of cotton to-day amount to 6000 bales. The market closed dull; quotations unchanged. Breadstuffs generally closed very dull. The sales are unimportant.

LONDON, Wednesday Afternoon, Aug. 24.—The funds are unchanged. Consols for money closed at 95½ to 95¾.

LIVERPOOL, Aug. 24.—Coffee closed dull, and prices were easier.

The London coffee market also closed dull, and prices were unchanged.

LONDON, Aug. 24.—The London money market was generally unchanged and closed steady.

American securities had experienced little change and few transactions had taken place.

FURTHER BY STEAMER NORTH BRITON.

QUEBEC, Sept. 5.—The steamship North Briton has arrived at this port. Her mail contains but little news of interest.

The steamship Weser, of the Bremen and New York line, has been withdrawn at Bremen, for repairs. It is believed that the liberal offer made by Mr. Lever, of the Galway line, for the charter of the steamship Great Eastern for her first trip across the Atlantic, has been rej