New Orleans Daily Crescent.

OFFICE, MORNING, MAY 8, 1866.

THE STATE Bank Robbery.

ROBBERY OF THREE HUNDRED AND FIFTY THOUSAND DOLLARS.

Valuable Information for the Wheeling Intelligencer, April 30.]

Sunday morning, at 2 o'clock, a bold and daring robbery was committed in the First National Bank, in Cadiz, Ohio, about twenty-six miles distant from this city. It appears that for several days past, even since the attempt to rob the bank in Wellsburg, some suspicious individuals have been loitering around Cadiz, and they have been watched up to Saturday evening, when it was thought inexpedient to watch them any longer. They had made frequent visits to the bank, and presented very trifling business.

About 2 o'clock yesterday morning these strangers, six in number, proceeded to the residence of the cashier of the bank, called him out of bed, and when the door was opened, they seized him, "bucked and gagged" him, and then demanded of his wife the keys of the bank, threatening her unless she immediately produced them. As a matter of course, the lady was terribly frightened, and gave up the keys, when she was gagged and secured, and the husband and wife were both left unable to give any alarm.

The robbers then started to the bank, which is some distance from the cashier's residence, unlocked the door and entered, caught the watchman in the bank and "bucked and gagged" him, and proceeded in a "business-like" manner to examine into the financial status of the institution. The watchman could hear all their conversation, and indistinctly saw them. A portion of them were dressed in soldiers' clothes. They had some difficulty in unlocking the vault door, one remarking, "That d—d woman has given the wrong key, after all," but finally the door swung on its hinges, when the contents of the bank were at the mercy of the thieves.

The first "papers" their modest hands fell upon were United States seven-thirty bonds to the amount of $300,000, the thief who lifted them exclaiming, "My God, these are the 'papers' we want"—and they took them. They then made a descent upon $50,000 in greenbacks—and took it.

They pitched into the gold and silver, scattering the former over the floor, but specie was too heavy to carry, and we suppose they considered the fluctuations in the gold market, and, upon the whole, they concluded to leave it. The total amount stolen from the bank was between three hundred and fifty and three hundred and seventy-five thousand dollars.

Before they left the bank, they locked the watchman in the vault for "security." An alarm was soon after given, and several gentlemen immediately left Cadiz for this city. The robbers had cut the telegraph wires in two places when they left, and they came toward Alexandria, and when near that place, took possession of a hand-car on the Pittsburg, Cincinnati and Columbus Railroad, and left it near Smithfield Station, taking to the woods, as their footsteps indicated.

Every conceivable effort is being made to apprehend these men, which, with a reward of twenty thousand dollars cannot fail to catch them. The country on both sides of the river is thoroughly aroused, and a large number of detectives and policemen are on the trail. A force left Pittsburg yesterday, and this city and other places.

A Glimpse at Russian History—Curious Record of Violent Deaths.

The London Daily News, apropos of the recent attaining of his majority by the present heir to the Russian throne, gives this historical synopsis:

The events of Russian history prior to the sixteenth century may be summed up in very few words. All was disorder when the hardy Northmen came to plant the banner of Rurik, and utter disorder and discord, intensified by Tartar incursions and atrocities, continued to prevail until John III subdued his rival kinsmen, annexed their territories, and founded the present empire out of the Grand Duchy of Moscow. Heirs to the throne in those days were nominated by the reigning sovereign at pleasure, the eldest son was generally preferred, but the patriarchal policy permitted every divergence from the principle of primogeniture. When John III was asked by his nobles to bequeath the crown to his grand son, John, whom he deposessed in favor of a son by his second wife, his stereotyped reply was: "I will leave Russia to whomsoever I please." And this was the principle upon which Russian Czarovitches inherited the crown until the Emperor Paul decreed a law of hereditary succession in the male line, and afterward in the female, instead of leaving it to the caprice of the reigning sovereign, or to the machinations of political factions.

The first Czar of Russia, the renowned John the Terrible, killed his son and heir in a fit of rage, with a walking stick of iron—a crime for which he endeavored to atone by giving large grants to churches and monastic establishments, and he died full of grief and remorse, after taking the tonsure. Dimitri, the son of his successor, Theodore I, was foully murdered by his own uncle, the usurper, Boris Godunoff, and in him the Rurik dynasty became extinct. Theodore II, third sovereign of the house of Romanoff, the joy and delight of his people, died very young, after only reigning six years. On the day of his death, says Karamsin, "Moscow was in the same distress as Rome was on the death of Titus." John, his brother, should have succeeded to the crown, as no other disposition had been made by the deceased Czar, but the Streltsi Guards decided that John's half-brother, Peter, afterwards the Great, should ascend the throne with him. But Peter the Great, although only seven years of age, preferred an individual authority, and John soon after resigned in his favor. The tragedy of the death of Peter the Great's eldest son is well known. Opposed to his father's reforms, and having fled the country and had been captured, Alexis died in a dungeon of the fortress of St. Petersburg, almost immediately after a visit from his strong-willed parent.

The application of torture has been proved by documentary evidence. The poisoning of the son by the father is a matter of strong suspicion. Then the male line of the Romanoffs became extinct in Peter II., grandson of the Great Peter, who died at fifteen of small pox. Anne, Duchess of Courland, daughter of John, Peter the Great's half-brother, succeeded by the will of the nobles, who imposed a constitution upon her. John VI., grandnephew of the Empress Anne, who had left the crown to him, was first imprisoned in a monastery and then put to death at the castle of Schlusselberg, in order to make way for Elizabeth, daughter of Peter the Great. Catherine II. became Empress of all the Russias by the murder of Peter II., her husband, at Ropsha, near St. Petersburg. Her son Paul met with a similar fate at the hands (by connivance) of his son Alexander I., the sovereign who came under a law of succession to the crown.

The rightful heir of Alexander, his brother Constantine, abdicated in favor of Nicholas, whose succession was resisted, though unsuccessfully, by the conspirators of 1825. The Emperor Alexander is the only sovereign since Theodore III. (A. D. 1682) who has come to the throne peacefully, honorably, by indisputable right, and in the natural order of events. But even this exception may be cavilled at, for Nicholas I. died prematurely and suddenly in the midst of a war in which he had risked his empire. And now it is but a few months since the name of the Czarovitch Nicholas has been added to the long list of young sovereigns and heirs presumptive of Russia who have withered and perished before their time. May the sins of the fathers be visited no further, and may the Prince this day so mournfully called to swear fealty breath the spell under which so many of his ancestors have succumbed.

MORE TESTIMONY.—A Kentucky correspondent of the New York News gets up the following clever parody on the style of testimony given before the Reconstruction Committee:

Hon. Pendleton Quertion—Mr. Muggins, please state your age and calling.

Muggins—I am sixty-six and a street railroad director; live in New York city.

P. Mr. M., are the people of New York loyal and loyal? if not, why not?

M. They are disloyal because they refuse to drive the street cars according to the company's schedule, and disloyal because they complain of the taxes.

P. What do you think of the morals of Philadelphia?

M. I do not know as well, but I hear that it is quite common there for Germans to kill seven or eight people at a time for $200, which is $25 per head.

P. What would you infer from this custom?

M. That it is not safe to let Germans vote, especially if they have been in the cavalry.

P. What can you tell us of Boston?

M. Modesty forbids me to mention. I was born there.

Committee adjourned to Hightimeclinck, to the ridge pole of a log cabin, where Isaac Buckets is shingling the roof with clap boards.

P. Mr. Buckets, please state your residence, etc.

B. This are my residence down stairs. I come here from Vermount which were my hum, previously to the foregoin'.

P. Have you ever been South?

B. I have.

P. What do you think of the comparative morality of the North and South?

B. Purty bad North, dreful South. I bin thar. I was s'most demoralized. I had to leave. The whisky is so bad, I would have sickt in another week and no chance to smuggle in a decent article from Canady. I raysher wuz up here in virtuous innocence for a dollar a day than thar for three at present prices of board in the city. Take the South all in all, it is the most God-for-saken place I ever seed.

P. Mr. Buckets, how far South have you been?

B. Sheccatgo, and a orful place it wuz!

River Intelligence.

CRESCENT OFFICE, NO. 84 CAMP STREET, Tuesday, May 8, 1866.

The weather yesterday was worthy a day in August. Its only redeeming quality consisted in a slight breeze during the after part of the day, which seemed to moderate the intense heat, while "Old Sol" seemed inclined to generate.

On account of the election which took place, business was very slack, there being only two departures—the Indiana, with a splendid trip, for Louisville, and the coast packet, Nina Simmes, for Bayou Sara.

The arrivals were more numerous; they consisted of steamers Lafourche and St. Nicholas, from Bayou Sara; New Era and Idahoe, from Camden; W. H. Osborn and Maria Denning, from St. Louis; Gen. Quitman, from Vicksburg; Alabama, from Red River, and Wm. Butler, from Minden.

To the officers of the above steamers we return our thanks for favors.

We also return our thanks to Mr. Miles N. Carpenter, clerk of the Mittle Stephens, for full files of the latest dates from Red River. The Mittle Stephens, Capt. M. Laughorne, is receiving and leaves for Jefferson and way points to-morrow evening.

Notwithstanding reports have been made by malicious persons, we are authorized to state that the fleet, safe, and unsurpassed passenger steamer Alabama, Capt. W. T. Boardman, is receiving and leaves positively to-morrow evening for Shreveport and way landings on Red River. The Alabama will remain in the trade during the season.

The regular and well appointed passenger packet Dochloon, Capt. W. C. Harrison, is receiving and leaves for Shreveport this evening.

We would respectfully call the attention of the wharfmasters of the First and Second Districts to make all contractors for discharging steamboats keep a gangway open, so that pedestrians may have a chance of going from one boat to another without the trouble of climbing over the piles of freight on the levee. We consider the wharves, at the present time, sufficiently large enough for the boats that are in port at the present time to discharge their freight without encumbering the whole wharf for their especial benefit. A little attention on the part of those who have the authority would be thankfully received by the community at large.

The W. Butler arrived yesterday and discharged her freight. She then left for the lay-up quarters.

GLEANINGS FROM OUR EXCHANGES.

MEMPHIS, May 5.—Business on the landing is quite brisk. The local packets departed with good trips.

The river raised two inches in the past twenty-four hours. The Ohio is falling from Pittsburg down, with eight feet on the falls. The river is falling at St. Louis. The Cumberland and Tennessee are falling. The Arkansas and White rivers are declining slowly with plenty of water.

J. P. Fitzgerald, agent in New Orleans for the A. & M. S. S. Co., and Hunter Askew, on the part of the British and American Steam Navigation Company, Liverpool, have entered into an arrangement in regard to interior transportation in this country of European freights, such as dry goods, drugs, chemicals, hardware, queensware, railroad iron, pig iron, tin, gunny bags and bloomarnate soda, which will be of considerable advantage to the Mississippi Valley. The A. & M. S. S. Co. agree to furnish transportation for those imports, by Hunter's vessels, to Memphis, St. Louis, Nashville, Louisville, Cincinnati, Pittsburg and Chicago. The goods are classified, and rates specified and reasonable.

From private telegrams we learn that the Missouri river is falling at St. Joseph. Dispatches from Yonktown report a decline of ten inches in twenty-four hours. All indications go to create the belief that the rise is now over, and that the water will decline from this time.

The cause of this unprecedented rise was a heavy snow storm, from the 16th to the 20th of March, in the mountains, followed by heavy rains. By this rain the great body of the winter snow was melted, and it is believed but little is left to feed the June rise.

The Maria Denning, Continental, White Cloud No. 2 and City of Cairo passed down for New Orleans, all heavy loaded with grain and produce.

The steamer De Soto sunk last Thursday, about 10 miles above Hall's Ferry, on Big Black river, in forty feet of water. Boat total loss.

Thomas Morrison, of St. Louis, has sold the sternwheeler, Governor Sharkey, for $11,000, to J. S. Smith, a pilot, and Eugene Furton. Captain J. J. Davis, late of the Southern Belle, has command and is loading her for Arkansas river.

CHRONOLOGY, May 5.—By the mark of the waterworks the river had fallen two feet and ten inches during the twenty-four hours preceding 6 o'clock yesterday evening, at which time there was twenty-six feet and six inches of water in the channel. During the remainder of the day it continued to recede.

Some days since, Capt. Tom. Berry, of the Des Arc, was called upon to take down on that steamer thirty mules, for a planter residing about seventy miles below Memphis. A few of them died shortly after their arrival at the plantation, whereupon the planter, conceiving that the animules had been poisoned on the boat, had them disemboweled, and the contents, filling several barrels, sent to Memphis for examination by a medical gentleman. The fact has not yet been decided. We hope when it is the result will be given us, and elaborated into comprehensiveness in detail, and so plain that the who runs may read. With an intensely hot atmosphere, we can sympathize with the gentleman who has undertaken to solve a question involving the analytical examination of a mule's bowels.

GEN. QUITMAN FOR VICKSBURG.—The great Vicksburg packet Gen. Quitman, Capt. John W. Cannon commanding, leaves at 5 o'clock this evening for the above and way landings. She is as fast as the fastest, and has a cabin which, for capacity, completeness, beauty, comfort and luxury, had no superior afloat. The fame of the great Quitman has traveled far and wide as a fast passenger packet, and she has attained a celebrity as a safe and reliable steamer which few boats can boast. Messrs. Roberts and McVay still do the honors of the office.

JULIA—*Atlantic and Mississippi Steamship Company's Mail Line for St. Louis.*—The large, superior, and fast passenger packet Julia, Captain J. H. Townsend commander, and Mr. Lee A. Hall in the office, leaves this evening at 5 o'clock for the above, connecting at Memphis and Cairo with the railroads for all points East and West. The Julia is in every respect a first-class passenger packet, and has most popular and genial officers. We commend her and them to our friends to-day, and assure travelers that they will be well taken care of on the trip, with the only regret that they are compelled to leave so much comfort and the company of clever gentlemen.

G. A. THOMPSON FOR ATTAKAPAS.—This new, staunch and fast passenger packet, in command of Capt. Nat. Wettmore, leaves at 5 P. M. to-day for Attakapas and intermediate landings. Mr. Charles Duchamp is the clerk of this packet.

CAMELLIA FOR THE WATERING PLACES.—This new, fast and splendid low pressure passenger packet leaves the lake end on the arrival of the 9 A. M. train of cars for the above. Capt. A. P. Boardman is in command, and Mr. John Otway is the efficient purser.

LOUISA FOR MOBILE.—This fine, new, low pressure steamer, in command of Captain Hopkins, leaves to-day from the lake end of the Pontchartrain railroad at 4½ P. M. Agent, I. C. Harris, corner of Camp and Common streets.

DOUBLOON FOR RED RIVER.—This well-known and popular passenger packet leaves this evening, at 5 o'clock, for Shreveport and intermediate landings. Her cabin is one of the finest that comes to our port, and appointments, for convenience and comfort, are complete. Her success as a passenger packet is ensured, and we take great pleasure in commending her to all travelers bound up the river to-day. Captain W. C. Harrison is in command, and Mr. John Wood officiates as chief clerk.

J. M. SHARP FOR LAFOURCHE.—This fast and superior passenger packet, in command of Captain Henry Streck, with Captain Dalferes in the office, leaves for the above and all coast landings at 10 o'clock this morning.

FOR THE WATERING PLACES.—The fine, fast low-pressure steamer Creole, Captain Charles Walker commanding, and Mr. Sam. Green, clerk, leaves as above to-day, on the arrival of the 4 P. M. train of cars. Pontchartrain railroad. Agents, Leach & Perkins, corner of Carondelet and Gravier streets.

W. H. OSBORN FOR ST. LOUIS.—The regular and comfortable passenger packet W. H. Osborn, Capt. Thos. Rogers, commander, and Mr. George Grist, clerk, leaves this evening for Memphis, Cairo and St. Louis, connecting with the railroads for all points East and West.

Marine Intelligence.

CRESCENT OFFICE, NO. 84 CAMP STREET, Tuesday, May 8, 1866.

Cleared Yesterday.

Steamship Beaufort, Hutchings, for Apalachicola, L M Merritt

Steamer Orleans, Sianott, for Mobile, Master.

Bark Savannah, Hapenny, for Havana, in ballast, G W Hynson &co

Br schr Teresa, Mater, for Tampico, Master

Schr Z Snow, Smith, for Matanzas, in ballast, E R Poole

Br schr Andromeda, Ashley, for Mayaques, P R, Goldenauow & Lespare

Schr Union, Matson, for Pensacola, Master

Arrived Yesterday.

Steamer N P Banks, Pepper, from Pensacola, to Hawes & Bowen—1st district 17

Steamship Planet, Hallowell, from Mobile, to Perkins & Hersey—1st district 16

Steamship Gen Sherman, Pendleton, from Havana (previously reported at Quarantine), to Zerega &co—1st district 18

Steamer Camargo, Miller, from Galveston, to master—Algiers

Bark Tuscono, Delano, from Liverpool, to master—3d district 37

Br bark Vulture, Hamilton, from Liverpool, to O B Graham &co—Point

Schr E H Furber, Cobb, 27 days from Boston, to Gage, Badger &co—Powder House

Schr Mary D Haskell, Haskell, from Boston, to Gage, Badger &co—1st district 20

Schr Salvador, Hanson, from Havana, (previously reported at Quarantine,)—3d district 20

Schr J B Letchfield, Haskel, from Rockland, Me, to master—Fort Jackson

Schr Anna Maria, Webber, from Pensacola, to master—Barks

Schr Talisman, Johnson, from Havana, (previously reported at Quarantine,) to E Troisgros—19, 2d district

Sloop Too Late, Peraria, from Brazos Santiago, Point

STEAMBOATS.

Gen J A Quitman, Cannon, from Vicksburg, W H Osborne, Rogers, from St Louis.

Alabama, Boardman, from Shreveport.

Wm Butler, Hopkins, from Minden.

Maria Denning, Sheble, from St Louis.

New-Era, Keeling, from Camden.

Idahoe, Elliott, from Camden.

Lafourche, Baranco, from Bayou Sara.

Corsair, Aucoin, from Thibodaux.

St Nicholas, Heno, from Bayou Sara.

Plain City, Bassett, from Fort Jackson.

Below—Coming Up.

Bark J H Pearson, Taylor, 30 days from Boston, to Rivers & Clay

Bark Oden

Ship Telegraph, Piclan, from Liverpool, with 1200 tons coal to E Fairclough &co

At Quarantine.

Brig Hope, ——, from Havana

Steamship Savannah, Dellart, from Havana, to J M Courtenay

Exports Yesterday.

MOBILE—Steamer Orleans—36 bbls flour 10 do whisky 16 sks cotton seed and sundries

APALACHICOLA—Steamship Beaufort—500 bbls flour 50 bbls pork and sundries

TAMPICO—Br schr Teresa—200 bbls flour 4 do oil and sundries

MAYAQUEZ—Br schr Andromeda—76,851 feet lumber

PENSACOLA—Schr Union—150 bbls flour 210 sks corn 3 csks bacon 3 hhds sugar 2 tcs hams 3 tcs lard and sundries

Imports Yesterday.

HAVANA—Schr Salvador—762 hhds sugar to A Thompson—106 sks coffee S Fernandez 32 hhds of molasses J Villarrubia

LIVERPOOL—Bark Vulture—100 tons coal and 300 sks salt to order

LIVERPOOL—Bark Tuscono—7871 sks salt to order

PENSACOLA—Steamship N P Banks—Lot of hides and sundries to order

BOSTON—Schr Mary D Haskell—286 tons of ice to Gage, Badger &co

BOSTON—Schr E H Furber—283 tons ice Gage, Badger &co—Astd nuke to order

BRAZOS SANTIAGO—Sloop Too Late—8600 cigars V Prats—250 hides to order

LIVERPOOL—Bark Yumuri—5019 sks salt to order

ROCKLAND, Me—Schr J B Letchfield—285 tons granite U S Quartermaster

HAVANA—Schr Talisman—80 hhds 23 tcs and 4 bbls molasses E Troisgros

Consignees.

Per schr E H Furber, from Boston—Chas Raymond—Atlantic and Miss S S Co—J C Morris—A M Holbrook—Leon Pierre &co—D Kelham &co—Barnett & Lion—C H Slocomb—T Sumner—M McCraken—J C Sampson—H Pierker—W McCracken—J Williams—S D Moody &co—J Lorrette—P Kendrick—J A Somers—P Degan—W Wirsch—F Herr H Pimand—D L Shearer—J Riviere &co—J H Keep Adams Express—Y Usamanz—Milton Beamer—order

Receipts of Produce Yesterday.

VICKSBURG—Steamer J A Quitman—102 bales cotton S M Swenson—77 Thornhill & Richardson—40 Beckner, Newman &co—45 Hunt & Macaulay—20 Scott, Case &co—31 Meyer, Wels & Deutch—29 Dean, Adams & Gaff—27 F J Herron—25 do to Geo P McLean—25 Payne, Huntington &co—23 to Hogan & Patton—21 to T H & J M Allen—21 do to R Pritchard—13 A A Green—16 S H Aby &co—16 Longstreet, Owen &co—10 Stewart, Calbreath &co 11 J Watt &co—5 Mason & Hawthorn—9 H T Leonidale—9 Butler, Terry &co—9 J L Lee—8 Fulkerson & McLaurin—7 Champlin & Arrington—6 do to C A Green &co—6 P H Foley—6 J Deynoodt—5 to Jurey & Harris—5 Blakemore, Wooldridge &co—5 Johnson, Danegre & Penn—5 V Pesson—5 do to Edwd Nale—4 Lern & Scherer—3 Jones & Eggleston—3 P Phelps &co—3 Allen & Rainey—3 do A H Peale &co—2 W S Wheeler—2 L B Coleman—2 Wolf & Thompson—2 Warren & Crawford—1 do J & G Crownwell—1 Fellowes &co—1 do I slk cotton J W Goslee—sundries to order—Total 736 bales of cotton

ST LOUIS—Steamer W H Osborne—3 pkgs mds 200 sks corn Perkins & Hersey—1085 sks corn to J H Ogiesby &co—1264 do A H D Mesa—1030 do Horrell, Gayle &co—177 do O Bercier &co—200 do Hamilton & Dunnica—125 do Kehlor & Updike—201 do M Brudhan—563 do 249 sks bran Stannard & Slayback—500 do to Ethell & Thomas—505 do 265 sks oats 200 bales hay Geo Martin—348 bbls flour Grace, Davis &co—208 do J T Moore—48 do to Shropshire, Anderson &co—160 do 1077 sks corn to S H Kennedy &co—454 sks corn 100 do ship stuff 170 sks bran 120 bbls flour Hy Von Phul jr &co—25 bbls whisky I Bloom &co—50 do junk Vose Bros 30 sks oats 25 tcs hams Lamb, Quinlan &co—8 bxs eggs W McLean &co—40 csks bacon Keep & Caulfield tub cheese M Wellenberg—1 separator to J S Copes—3 bales cotton Winston, Morrison &co—26 cops fowls Barrow & Rose—sundries to order—Total 3 bales cotton

SHREVEPORT—Steamer Alabama—64 bales of cotton Stevenson & May—29 do W A Johnson &co 28 Payne, Huntington &co—13 Warren & Crawford 14 H J Phelps &co—13 Spyker & Sandidge—12 do D R Carroll &co—9 Carroll, Hoy &co—5 Cowan & Mayo—5 to order—4 Wood, Low & Ludwigsen—4 C L Walmsley—2 Schneider & Zuberbier—73 hides W H H Winkerell—21 rolls leather Brooks & Macdonald—803 head of stock and sundries to order—Total 202 bales cotton

MINDEN—Steamer Wm Butler—39 bales cotton T L & R A Johnson—30 do Thos M Scott &co—24 Ben Toledano—20 S Whited &co—16 Stevenson & May—16 Carroll, Hoy &co—15 J Chaffe & Bro—15 Spyker & Sandidge—12 D R Carroll &co—12 do to Bouligny & Exclapon—9 H Ware & Son—9 do to Brooks & Macdonald—6 J Watt &co—6 C L Walmsley—2 Logan, Sonbat & Claiborne—2 Shropshire, Anderson &co—sundries to order—Total 233 bales cotton

ST LOUIS—Steamer Maria Denning—6130 sks corn Kohlor & Updike—3519 Lamb, Quinlan &co—1275 Grace & Shrewsbury—1008 Ethell & Kimball—246 Perkins & Hersey—3330 Given, Watts &co—890 do Stannard & Slayback—50 Geo Martin—2934 Butt, Flash & Lyon—57 Pratt &co—267 sks oats M Duffy 82 do to order—300 sks bran Stannard & Slayback 200 do Geo Martin—600 bbls flour T Pindhomme—84 do Grace, Davis &co—463 do 375 bbls pork 500 bxs candles Keep & Caulfield—sundries to order—Total 19,440 sks corn

CAMDEN—Steamer New Era—29 bales cotton Carroll, Hoy &co—6 G S Mandeville—5 Cowan & Mayo—6 Williams, Nixon &co—3 H J Phelps &co—6 Martin & Hawthorn—3 Dean, Adams & Gaff—2 to Champlin & Arrington—2 Montgomery & Norris—1 Gillis & Ferguson—2 Stewart, Hyde &co—1 do Montgomery & Smylie—1 Lehman, Newgass &co—1 do T Henderson—32 rolls leather 1 bdls hides to H J Phelps &co—7 bdls hides Francke & Danneel—sundries to order—Total 71 bales cotton

CAMDEN—Steamer Idahoe—42 bales cotton W J Frierson—16 Williams, Nixon &co—32 Brooks & Macdonald—25 Ethlin &co—14 Campbell & Strong 10 Rosser, Prothro &co—7 Stevenson & May—8 W W Carloss—6 Cummings, Brown &co—3 do John Phelps—6 Hy Von Phul jr &co—5 Aiken & Rainey 4 Waddy, Thompson &co—2 Davis, Jenkins &co—2 Block & Britton—2 M Greenwood & Son—2 do to Gillis & Ferguson—31 hhds cotton seed E Hoath—sundries to order—Total 220 bales cotton

PORT JACKSON—Steamer Plain City—503 sks rice F Martin—42 do 14 bbls rice A Saccio—22 do 30 sks rice Jas Urquhart—sundries to order

BAYOU SARA—Steamer St Nicholas—3 bales W C Cook—30 sks cotton seed to V Pesson—100 empty hhds H S Berkery—sundries to order

THIBODAUX—Steamer Corsair—1 bbl molasses 1 hhds sugar Conway Bros—2 do rags L Brown—5 sks wool A B Charpentier—14 bbls potatoes 2 csks hams J B Vanhorn—sundries to order

BAYOU SARA—Steamer Lafourche—2 bales cotton J W Burbridge &co—3 do to R Flower—12 hhds sugar A Monkomery—1 hhds sugar Stroughshire, Anderson &co—sundries to order—4 bales cotton 16 hhds sugar

Receipts by Railroad.

N. O., J. & G. N. R. R.—May 6—13 bales of cotton Pilcher & Barrow—8 do Sykes & Conley—6 Carroll, Hoy &co—18 J B Powell—7 Douglas West 12 J P Harrison & Son—14 Payne, Huntington &co 16 Thornhill & Richardson—5 T H & J M Allen—13 Fulkerson & McLaurin—14 Champlin & Arrington—16 L M Merritt—5 S H Aby &co—9 to Warren & Crawford—1600 lbs empty sks J M Putnam—8000 feet lumber J B Chandler—12,000 do B T Taylor—500 do W D Weaver—Total 158 bales cotton

N. O., J. & G. N. R. R.—May 7—2 bales of cotton Sykes & Conley—34 do T H & J M Allen—1 Carroll, Hoy &co—42 Friedlander & Gerson—28 to J R Powell—6 Pilcher & Barrow—3 R L Adams—4 Cramer &co—2 Jno T Hardie &co—22 S Barrett—28 Alcus & Scherck—8 Violett, Black &co—8000 feet lumber J B Chandler—16 bbls rosin 3 do turpentine Falls, Allison &co—Total 170 bales cotton

N. O., O. & G. W. R. R.—May 7—7 hhds sugar Given, Watts &co—10 hides J A Bonnafon—sundries to order

STEAMSHIPS.

GALVESTON—INDIANOLA.

GALVESTON AND INDIANOLA.

MORGAN LINE, UNITED STATES MAIL STEAMSHIPS.

Leaves on WEDNESDAY, May 9th, at 5 P. M.

PASSAGE TO GALVESTON $21
PASSAGE TO INDIANOLA 30

Freight to Galveston and Indianola two-thirds of Galveston cent rates.

The new iron side-wheel and low pressure steamship

I. C. Harris,

CHAS. FOWLER, Commander,

will leave as above, from the foot of St. Joseph street. For freight or passage apply on board, or to

I. C. HARRIS, Agent,
Corner Camp and Common streets.

Bills of lading signed at the Agent's office.

N. B.—These steamers, carrying the U. S. Mails, leave punctually as advertised.

☞ Coal Oil received to metal packages only.

BLACK STAR LINE.

To sail on WEDNESDAY, 9th inst., at 8 o'clock P. M.

Passage to Galveston $21 00
" Indianola and Lavaca 30 00

Freight to Texas two-thirds of card rates.

FOR GALVESTON, INDIANOLA AND LAVACA.

The new and very fast side-wheel steamship

Lilian,

F. OLSEN, Commander.

Will sail as above, from her wharf, foot of St. Joseph street. For freight or passage apply to

GEO. A. FOSDICK,
30 Camp street, corner of Natchez.

PENSACOLA.

WARRINGTON, PENSACOLA AND MILTON—REGULAR LINE.

To sail THURSDAY, May 10, at 5 P. M.

FOR WARRINGTON, PENSACOLA AND MILTON—The A1 fast sailing steamship

Lizzie,

JOHN EACE, Commander.

Is now receiving freight at the head of New Basin, and will sail as above.

For freight apply to

L. M. MERRITT,
47 Carondelet street.

LIVERPOOL.

STEAM BETWEEN LIVERPOOL AND NEW ORLEANS,

Calling at Havana and Queenstown to load and embark Mails and Passengers; taking Cotton, and signing bills of lading here at through rates of freight hence to St. Petersburg, Moscow, Riga, Hamburg, Bremen, Antwerp, Rotterdam, Gothenburg and Havre.

Steerage passenger tickets at greatest here by this line to bring passengers from Liverpool or Queenstown to New Orleans, for $30 in currency, for adult.

The final port of destination may be either fixed on signing the bills of lading, or declared by the holder of the bill of lading within twelve hours after the steamer's arrival at Liverpool, thus affording the importer the choice of markets.

THE BRITISH AND AMERICAN STEAM Navigation Company Limited, will dispatch the following full powered iron Screw steamships between

LIVERPOOL AND NEW ORLEANS DIRECT,

Sailing from LIVERPOOL every alternate TUESDAY, and

NEW ORLEANS every alternate SATURDAY.

LOUISIANA	1374 tons	P. Jamison, Captain.
MISSISSIPPI	1711 tons	J. Campbell, Captain.
FLORIDA	1337 tons	A. Flinn, Captain.
MISSOURI	1364 tons	A. Hancock, Captain.
ARKANSAS	1896 tons	T. Barron, Captain.
ALABAMA	1329 tons	Wm. L. Meaney, Capt.
GAMBIA	1661 tons	J. Graham, Captain.
CAROLINA	1561 tons	J. Halsby, Captain.
BOLIVIAN	1943 tons	H. P. P. Couche, Capt.

Cabin Passage to Liverpool $125 gold, or its equivalent in currency.

For rates of freight apply to

HUNTER, ASKEW & CO., 41 Carondelet street.

Consignees of goods are respectfully desired to present their Bills of Lading at the office, pay their freight, and obtain delivery orders for the same.

FOR LIVERPOOL—STEERAGE PASSAGE $30 CURRENCY.

To sail on SATURDAY, May 12th, at 8 A. M.

FOR LIVERPOOL—THE SPLENDID STEAMship

Bolivian,

Cargo is now being received at the Company's Wharf Third District, for the above steamer, sailing punctually on SATURDAY, the 12th of May, at 8 o'clock A. M., and to be followed by the BRAZILIAN, on Saturday, the 26th May.

Cabin passage to Liverpool $125 in gold, or its equivalent in U. S. Currency.

For freight or passage, apply to

HUNTER, ASKEW & CO., 41 Carondelet street.

INSURANCE by these steamers done in London at ONE PER CENT., and policies for same granted here to shippers.

☞ Bills of lading for this Company (which can only be signed) will be had at the Agent's office as above.

The ALABAMA will sail on WEDNESDAY, 24 May.

FOR LIVERPOOL—MERCHANTS' LINE.

To sail on SATURDAY, May 12th, at 8 o'clock M.

FOR LIVERPOOL—THE MAGNIFICENT A 1 fast-sailing steamship

Concordia,

WINTHROP SEARS, Commander,

Will leave as above, from Post 44, Fourth District.

Cabin Passage ..... $125 in Gold.
Steerage ..... $70 Currency.

For freight or passage, having splendid accommodations for cabin and steerage passengers, apply to

CREEVY, NICKERSON & CO.,
Corner Carondelet and Gravier streets.

ATTAKAPAS.

Steamer G. A. THOMPSON—NAT. WETMORE, Master; CHAS DUCHAMP and A. ANIRATI, Clerks.

Leaves on TUESDAY, 8th inst., at 5 P. M.

FOR ATTAKAPAS, SIMMSPORT AND LANDINGS on the Atchafalaya river, Patterssonville, Centreville, Franklin, New Iberia, St. Martinville, and all landings on Bayou Teche; and also for Breaux Bridge. For freight or passage apply on board, or to

J. P. CARLIN, Agent, 33 Old Levee street.
VIRGINIUS C. DENTZEL, Advertising Agent.

The G. A. Thompson will remain in the trade

F. S.—Mr. Anirati will be found at the foot of Canal street, ready to receive freight.

DE BOW'S REVIEW—WASHINGTON CITY, October 1, 1865.

This work, of which I have been Editor and Proprietor for over TWENTY YEARS, which has had a very heavy subscription, and advertising list in every part of the Union, is now established on a secure and permanent basis.

My purpose in the future is to give it a national character, and to devote all of my energies and resources to the development of the great material interests of the Union—its Commerce, Agriculture, Manufactures, Internal improvements and General Industry.

In addition to these important topics, the work will embrace discussions upon the great questions of legislation as affect the relations of the States, the permanency of the Union, and the honor and prosperity of the country.

In an especial manner will it be devoted to the re-establishment of SOUTHERN PROSPERITY, and the building up of its fields of industry and enterprise, rendered necessary under the new and altered condition of things.

The restoration of the South can be effected upon the basis proposed by the President, and no greater field could be open to her the investment of capital, now layified further from every quarter. Its abundant and fertile lands invite emigration, which it will be a prominent object to secure.

Regarding the issues of the past as dead, about which a practical philosophy will not dispute, and those of the present as living and potential, it is the part of the REVIEW to accept in good faith the situation, and deduce from it all that can be productive of the best interests of the whole country.

Offices of the REVIEW will be located at New York, Washington City, Charleston, Nashville and New Orleans. Office, New York, 42 Broadway.

J. D. B. DEBOW.

STEAMSHIPS.

NEW YORK.

NEW YORK MAIL STEAMSHIP COMPANY.

STAR LINE OF STEAMSHIPS.

FOR NEW YORK VIA HAVANA—THE new and splendid sidewheel steamships—

MORNING STAR.....2400 tons....Nelson, Commander.
EVENING STAR.....2015 tons....Quick, Commander.
GUIDING STAR.....2006 tons....Berry, Commander.
RISING STAR.....2300 tons....Bell, Commander.

For New York Direct.

The new and first-class screw steamships

MISSISSIPPI.....2300 tons....Sumner, Commanding.
MERRIMACK.....2800 tons....Vanisco, Commander.
MARIPOSA.....1200 tons....Quick, Commanding.
MONTEREY.....1200 tons....Whitmon, Commanding.

The new and first-class side wheel steamship

Evening Star,

H. S. QUICK, Commander,

Will leave the Company's wharf, foot of Jackson Square, on SATURDAY, May 12th, at 4 P. M. precisely.

The Evening Star will go DIRECT to New York and NOT via Havana.

The Line is composed of the largest and most elegant steamships which have ever been built in this country for any home line. They are in every respect fitted for ocean service and the route upon which they run. Their passenger accommodations are not excelled by those of any other steamers in the world.

Passage in side-wheel ships, first cabin, $80; second cabin, $40; Passage in screw ships, first cabin, $60.

Freight will be received at the Company's warehouse on the landing, at all times during business hours, and the Company's rates for freight will always be made as low as by any other line.

For freight or passage apply to

J. M. COURTENAY, Agent.
53 Carondelet street.

FOR NEW YORK.

CROMWELL'S N. Y. AND N. O. STEAMSHIP LINE.

To sail on SUNDAY, May 13th, at 8 A. M.

FOR NEW YORK—THE FAST AND FAVORITE steamship

Geo. Cromwell,

E. C. VAILL, Commander,

will leave her wharf, foot of Toulouse street, Second District as above.

First Cabin Passage $60

For freight or passage apply to

ALFRED MOULTON, 41 Carondelet street.

APALACHICOLA.

FOR APALACHICOLA AND ST. MARKS.

To sail on TUESDAY, 8th inst., at 5 P. M.

FOR APALACHICOLA and ST. MARKS The elegant steamship

Florida,

WM. BLAKESLY, Commander,

is now receiving freight at Post 15, and always sails as advertised.

For freight or passage apply to

POST & HOBBY, 132 Gravier street.

BALTIMORE.

BALTIMORE, HAVANA AND NEW ORLEANS STEAMSHIP COMPANY.

CARRYING THE U. S. MAILS.

THROUGH TICKETS GIVEN TO NEW-YORK.

To sail on WEDNESDAY, 9th inst., at 5 P. M.

FOR BALTIMORE, VIA HAVANA—The magnificent ocean steamship

Cuba,

Capt. WM. ROLLINS.

Will sail positively as above, from Pier 40, foot of Jackson street, Fourth District.

For freight or passage, having unsurpassed accommodations for splendor and comfort, apply to

WETHERSPOON & HALSEY,
30 Carondelet street.

CREEVY, NICKERSON & CO.,
Corner Gravier and Carondelet streets.

Freight taken for Philadelphia, and through bills of lading signed.

No freight received after twelve o'clock on day of sailing.

STEAMBOATS.

CA