New Orleans Daily Crescent.

MONDAY MORNING, JULY 9, 1866.

Arrivals at the Principal Hotels.

ST. CHALES HOTEL—A Slemmerry, Texas; H T Barnett, Washington; Thos H McNell, Memphis; H D Minor, La; B J McCabe, Baton Rouge; R Crawford, N Y; E S Perryman, wife and child, Mobile; R C Ward, England; Frank A Nell, Cincinnati; William Walton, Harrisburg.

CITY HOTEL—D C Glenn; P M Graham, Tex; C H N Dabney, Mobile; C H Bush and wife, La; H S Taylor; J A Nesson, lady and child, New York; Mrs A Patrick, Illinois; Capt J N Evans; J S Thomas, St Louis; J Legeand and son; W G Purdy and wife, R Jeff Kennedy, Miss Garela, H Brainard, A A Blumer, Texas; Col N Plate, wife and two children; Jose Mucoga, three ladies and three children; M Prada; Casimiro Castor; F O Taylor; José de la Morce Y Espora.

ST JAMES HOTEL—A Skannel, La; Thos Williams, D McLauren, La; J Compton, New Zealand; J Smith, Miss; J Marson and lady, Charleston; T H Cobnen, Texas; C S W Titcomb; Frank Neeley; T Makee; C C Ferguson, Ark; J W Blanks; W B Clarke.

"Grosse Tete" (Big Head)—whence the Name.

We have often asked the origin of the name "Grosse Tete," (big head) given to the bayou which, taking its rise near False river, in our sister parish, Pointe Coupee, wends its way quietly in a southerly direction to the bay of the same name, which empties into Bayou Plaquemine at the village of the few remaining Chetimecha Indians, nine miles below this place. Several years ago, while residing on the Grosse Tete, near Livonia postoffice, in Pointe Coupee, we were told the name was from this stream's once having its source in what is now known as False river, formerly the Mississippi itself; but this reason being by no means satisfactory, we continued the inquiries, and last fall, while on the Bayou Teche, in the parish of St. Landry, we heard from Major John Clese, an old and respectable citizen of the Opelousas country, whose knowledge of that section and the country eastward to the Mississippi extended as far back as 1802, the following origin of the name:

In the long years ago, when the red man paddled his canoe along the placid streams of our lower Louisiana, and herds of buffalo still resorted to the prairies in the lands of the Attakapas and Opelousas, and immense breaks along the Atchafalaya river, an Indian hunter found and killed near the bayou Grosse Tete, a very large buffalo, the head of which was something of a curiosity to the natives themselves on account of its great size. This head he brought to the principal landing place on the bayou and stuck up on a pole, where it remained for a long time, giving to the place, and eventually to the stream itself, in language of the native tribe, the name of "big head," which the early French and Acadian settlers continued in their own language—Grosse Tete.

We asked the old major if he could give any idea of the point used in those times as the principal landing place, but, as he had never been nearer the upper portions of the Bayou Grosse Tete than in the "great burn," near the head of the Bayou Fordoche, not far from Morganza, where he used to hunt with the Indians, he could not. We think, however, this must have been just below the junction of the Fordoche, on the eastern side of the bayou, at the upper line of the "Dubreuil place," opposite which is Livonia, where are to be seen some five or six tumuli, or Indian mounds; one of which, having never been disturbed appears to be over thirty feet high; or on the plantation of our friend Captain Keep, about five miles below Rosedale, in this parish, and about eighteen miles below the point above mentioned, where exist three of those mounds of considerable size, though having been worked over, and upon one of which is built the captain's residence. Between these two points, and above on the Fordoche, may be seen several of these mounds, but we do not know of any place where so many exist so closely to each other, and would hence conclude either of these two places may be claimed as the "principal landing place" of the Grosse Tete.—[Iberville South.

THE "LOYAL" ROAD TO WEALTH.—1. Get a position as agent in the President's bureau. Previously tie yourself, or subsequently, assume the name of reverend, or get yourself dubbed that by private friends. This is essential, because it will inspire all Republican editors, strong-minded women and radicals generally, with a faith in you which cannot be shaken, no matter what you may do.

2. Select a nice place to live in, and rent yourself a plantation on "easy terms."

3. Contract with yourself for the requisite number of able-bodied freedmen; wages, part of the crop of rice, sugar or cotton when made, you to feed and clothe them meanwhile.

4. Supply them liberally with rations and clothes from the government stores and at public expense. This will add largely to your profits, though it helps to swell the taxation at the North.

5. When the crop is harvested sell the whole of it, pocket the proceeds, and leave without paying your laborers. Conscience need not trouble you in this, as you will leave them no worse off than you found them.

6. Return to your native village and assume the airs and snivel of martyrdom; if you can be "a victim of the President's policy!" it will pay well in securing you plenty of defenders of the highest political influence.

Having now wealth and position, you are prepared to lecture Democrats on their sins. These lectures, if well spiced with "copperhead," "disloyal" and like epithets, with now and then a denunciation of the society for the prevention of the reconstruction of the Union, will so relieve your mind that you can pass quietly down the vale of life in all the odor of hypocrisy, and finally die the death of the pious, according to the profitable doctrines of the Republican church.

[Albany Argus.

A Senator in a sister State of the Northwest, distinguished no less for his wit and general ability than for his devotion to the rights of the South in the late unfortunate contest, used to relate with not little gusto an anecdote on himself which will bear repetition. He was once caught in an agricultural meeting, in which solid farmers were discussing the cultivation of their farms and gardens and the improvement of their stock. Taking it for granted that a member of Congress ought to know everything they called on the Senator for a few remarks. Now it happened that the Senator had never raised a blade of corn in his life, or paid the slightest attention to the subject of agriculture or the improvement of the stock; nevertheless he was unwilling to confess his ignorance on any subject or to let down in a meeting of respectable farmers in his own State. He arose and excusing himself from making a fast speech said he would confine his few remarks to the subject of *sheep*, to which he had paid considerable attention. It was his well settled opinion that the breed of sheep in this country could be improved only by an importation from abroad, and he would earnestly recommend that the society, if it should determine on an importation, would take care to bring over a lot of *hydraulic rams*, as the best calculated to insure the desired result. It is needless to add that the speech brought down the house, and that the meeting immediately took steps to carry into execution the suggestions of the distinguished speaker.

THE AUTHOR OF "JOHN HALIFAX, GENT."—The recent publication of Messrs. Ticknor & Fields of a "blue and gold" edition of Miss Mulock's poems will render the following scrap of her personal history highly interesting to those into whose hands her poems may come. It is an extract from a private letter:

Mrs. R——— knows Miss Mulock intimately. It is quite true that the good-hearted authoress married a lame man, one younger than herself. His name is Craik; he is the son of the leading minister of the Scotch kirk in Glasgow. The latter and Miss Mulock have been intimate friends for years; but he has not become reconciled to her marriage with his son, for she is forty and he but twenty five. It appears that some time ago young Craik got his leg broken on the road to London. After the accident a letter was found in his pocketbook addressed to Miss Mulock (a letter of introduction from his father,) and he was carried to her house and tenderly cared for by her. A great friendship sprang up between them, but for a long time it was more like that existing between an elder sister and a young brother than any deeper sentiment. He at length went home, but soon returned, proposed and was accepted. Mr. Craik was what is called an accountant, but he has just become the manager to the London branch of Macmillan's great publishing house. Miss Mulock is very tall and rather gaunt, but has a peculiarly gentle look. She is very quiet and unpretending, and hates to be treated as an authoress.

THE GOLD MARKET.—The speculation in gold is not abated by the disbursement of nine millions from the treasury since the 1st instant in payment of the interest on five-twenties. The premium stood yesterday at over fifty-five. Though gold is not in demand for shipment, the amount about is so small that it can easily be controlled by a speculative ring. Besides, this is the dull season of the year, and there is no employment for the mass of currency which is accumulated in the commercial centres. Money is worth only four or five per cent in New York, while in London the rate of interest is ten per cent. This accounts for the rise in the gold premium. The paper currency is wanted for no other purpose than speculation, and gold is cheap in comparison with other commodities, at any rate under two hundred.

[Nat. Int., 4th.

A dispatch from New York says: "Central Organizer James Stephens is receiving indorsements from Fenian circles in all parts of the country, and on Thursday next will leave this city for Boston, where he has been promised an enthusiastic reception."

River Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET,
Monday Morning, July 9, 1866.

Since our last report we have been visited with a fine rain, which will relieve the levee and the constantly thronged thoroughfares leading thereto of the dust which had been an intolerable nuisance.

The levee presented an active appearance on Saturday, and the steamers that left had good trips of freight, and some had a great many passengers.

The arrivals on Saturday and yesterday consisted of the Indiana from Louisville, Lizzie Gill and Louisville from St. Louis, T. D. Hine and Frolic from Red River, to whose officers we are indebted for favors.

The Indiana and Lizzie Gill leave again to-day, and the Louisville and Hine to-morrow evening.

BOATS DUE.—The W. R. Arthur from St. Louis, Grey Eagle from Vicksburg, Nina Simmes from Bayou Sara, Cotile from Magon, and Tensas and Alabama from Red River. They will all be in port during to-day, and will leave again as advertised.

The steamer Bart Able was detained from leaving on Saturday, as announced. She will, however, leave positively this evening for Memphis, Cairo and St. Louis.

The Yankee and barges leaves this morning, at 10 A. M., for St. Louis, and the Friendship and barges this evening, at 5 P. M. Shippers can receive all information in relation to freights by applying to Captain J. T. Burdeau, at No. 7 Front street.

CLIPPINGS FROM OUR EXCHANGES.

CINCINNATI, July 4.—The weather continues clear and warm. At Pittsburg the river is falling, with thirty-three inches in the channel. Here the river has receded twelve inches during the past twenty-four hours, with twelve feet on the shoalest bars hence to Louisville. There is five and a half feet in the canal. There is nine feet in the Lower Ohio. The Cumberland is falling, with five feet on Harpeth Shoals.

The following correspondence, forwarded through Hon. B. Eggleston, is of importance to shippers, boat owners, and underwriters, where whisky "in bond" forms a part of the cargo of a steamboat. The latter was originally addressed to the honorable solicitor of the treasury, who declined to answer the questions propounded. A copy was subsequently sent to Mr. Eggleston, with a request that he would get an expression from the proper authority, and he furnishes the opinion of the deputy commissioner of internal revenue. There has been considerable difference of opinion among the underwriters of this city, as to the valuation of whisky "in bond" for purposes of general average contribution:

OFFICE GLOBE STEAMSHIP COMPANY,
CINCINNATI, February 28, 1866.

"*Sir*—Permission has recently been granted by proper authority to merchants in this city, to ship whisky to New Orleans, and perhaps in other places, "in bond." Previous to the granting of this permission, shippers paid the excise tax here, and insured the whisky at about one hundred dollars per barrel, being the cost of the whisky, and government tax added. Now, when they ship "in bond" they insure at about ten dollars per barrel, being cost of whisky exclusive of tax.

"When shipments arrive safely at destination, the difference in valuation is immaterial; but when any of the perils of navigation are encountered, the case is materially different, giving rise, as I think, to questions important both to the government and underwriters. In this belief I have taken the liberty to address you and respectfully ask for information upon the following points:

"In case of jettison or any other sacrifice made in the nature of general average, should whisky "in bond" be valued inclusive or exclusive of government tax?

"If government tax is to be included in the valuation, and whisky "in bond" should be jettisoned, of course government should be contributed to, and contribute, at the rate of two dollars for each gallon of whisky so jettisoned; and, on the other hand, if whisky "in bond" is saved by a sacrifice made for the common benefit, the government should pay—perhaps allow the seller at the time of paying the government tax—contribution upon a valuation of two dollars for each gallon saved.

In case of technical, total loss, where the master abandons boat and cargo to salvors, stipulating a specific sum for restoring boat and cargo in such condition as they may be able to do, or for a certain per centage upon values recovered, should whisky "in bond" be valued inclusive or exclusive of government tax in settlement with salvors: In case the original vessel is rendered unable to complete her voyage, by reason of any peril of navigation, and extra freight is paid another vessel to take whisky "in bond to its destination, should the government pay of such extra freight the proportion that two dollars per gallon bears to the whole cargo, including tax, or will such extra freight be a charge solely against the owner of the whisky and its insurers?

In brief, will government hold that it has, at the time of shipment, an interest to the amount of two dollars per gallon on whisky shipped "in bond" entitled to the same benefits and subject to the same charges as other values in the same cargo; or, will it hold that this value does not attach until at the time and place, when and where the government tax is actually paid? Further, when property, which we have insured, meets with an accident, we usually go to the place of disaster for the purpose of recovering as much as possible. Suppose we have underwritten ten dollars per barrel on whisky "in bond," and the boat is lost, are we authorized to take charge of the whisky, and, if so, what are our duties as to that portion of the value represented by the government tax?

Respectfully your obedient servant,
A. S. F. COVINGTON, Secretary.

Hon. Solicitor of the Treasury, Washington, D. C.

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
Washington, dated 27, 1866.

Sir—In reply to yours of the 13th inst., inclosing letter of S. F. Covington, Esq., relative to jettison and salvage upon spirits, removed under transportation bond from Cincinnati, Ohio, I have to say that, in order that the condition of the bond be fulfilled, it is necessary that the merchandise should be delivered at the bonded warehouse to which it was shipped.

If any portion or all of the merchandise is lost by unavoidable accident, and this is satisfactorily proven, the government does not hold the parties for the tax on the amount so lost.

The government can not be said to hold any interest in the spirits until such time as they are withdrawn for consumption or sale, and the bond is taken to secure this interest. Therefore, if they are lost, the government does not stand in the position of owner; and the statement of this last fact may, perhaps, be taken into consideration in the question relating to jettison and salvage.

In the event of the failure of the party to receive the certificate of the collector of the district to which the goods were shipped, stating that the goods had been deposited in bonded warehouse in his district, he will, at the expiration of the time allowed him by the regulations, in order to get his bond canceled, have to pay the tax upon the quantity named in the bond.

Respectfully, D. C. WHITMAN, Deputy Com'r.
Hon. B Eggleston, M. C., Washington.

SHAWNEETOWN, July 4.—The weather for the past week has been favorable to the transaction of business on the landing, though but little was done.

Since our last report the river opposite this point has been about on a stand—risen two or three inches, if anything—and was, last night, between seven and eight feet below the highest water mark of the season. We learn from the officers of the Lizzie Hamilton that the bayous at Jefferson, last Saturday, was rising slowly. From the officers of the Mollie Fellows we also learn that upper Red River is again within its banks as low down as the head of the raft, except in the neighborhood of Long Prairie. Only some four or five planters are inundated by the late rise. The Mollie Fellows left Byrd's landing last Wednesday, at which point the river was dead low. We trust that the rise spoken of last week, is the last that we shall hear of in the upper river this year. If we mistake not, many of the plantations have been drowned out four times this season.

We have nothing to brag of in the way of business, as will be seen from the movements of the boats:

Wednesday, June 27.—The Jefferson packet Lizzie Hamilton, Roots "chief cook and bottle washer," arrived last night with 400 cow hides, copies of the Simplecute Bulletin and Christian Companion. This is what we call an assorted cargo.

Thursday, June 28.—The upper Red River packet Mollie Fellowes arrived late in the evening from Byrd's landing, with twenty bales of cotton. She left that point on the 25th, and passed Fulton on the 27th. Her officers report the river falling fast all the way down to the lake, and all of the planters clear of water except three or four in the neighborhood of Long Prairie. The Mollie Fellowes made the run from the head of Long Prairie to this point in fourteen hours—the quickest time ever recorded.

The following are the departures for the week: Starlight 38 bales cotton; Louis D'Or, 332; and National, 150—total 520 bales of cotton. Nearly 200 bales of this cotton were from points above.

The following boats were in port last night, laid up: Gossamer, Fanny Gilbert, Dillard, George, Dixie, Caddo, Alex. Speer and Independence.

MEMPHIS, July 6th.—The weather yesterday was inclement. Business on the landing was exceedingly dull. The river here declined two feet in the past forty-eight hours. The Arkansas and White rivers are falling slowly, with sufficient water for the packets. The Ohio is falling, with five and a half feet in the canal, and eight feet on the bars in the Lower Ohio.

The weather on the 4th was very pleasant, and a fine breeze during the day made it altogether a desirable one for locals, who have much running around to do.

The Magenta and David White passed up on Wednesday with fair trips.

The Messenger and W. B. Arthur passed down yesterday for New Orleans, heavily laden.

Very heavy rains fell over a large portion of Kansas. The Neosho has been on the biggest kind of a high, far beyond the remembrance of the oldest inhabitant, overflowing the bottom lands, and doing a great amount of damage to the growing crops of corn, wheat, etc., carrying off fences, lumber, saw logs and wood. The river, in several places, was five miles wide.

The officers of the Lady Pike report a tremendous storm in the vicinity of St. Paul on Monday; among other damages done the small steamer Tiger was capsized by the wind and one man drowned.

The Gleaner, Capt. Moody, arrived from the Arkansas with a very light trip, in which were 5000 feet lumber, 3 bales of cotton for New Orleans, a number of dry hides for St. Louis, etc. The officers report the new cut-off at Fairie & Moore's, which has left South Bend "in the lake," as being navigable. The Gleaner being the first boat through, and having plenty of water, it will make a saving of about 12 miles, but leaves South Bend, Mrs. Jordan's lower landing, DeShay and some other points in the cold. This is but one of the many changes which are constantly taking place on the Mississippi.

Captain H. W. Smith, president of the Memphis Packet Company, has gone to Louisville, for the purpose of taking to St. Louis the new packet Belle Memphis. Her outfit will be placed on board at the latter place, and she will take her place in the line on the 17th.

The General Thomas was sold at Cincinnati on Saturday, to Capt. J. L. Thompson, for $12,000 cash, and the Fanny Brandels at Louisville, to Capt. Hughes, for the same sum.

Capt. Hicks leaves to-day for up river, to bring to this port the steamer Von Phul, recently bought by Capt. Walt for the New Orleans trade.

LOUISVILLE, July 1.—The river was falling slowly yesterday, with 5 feet 9 inches water in the canal in the evening, by the mark. During the previous twenty-four hours it had fallen 3 inches at the head of the falls, and 9 inches at Portland. The weather was warm and clear at times, and cloudy at intervals, threatening rain, with the thermometer ranging as high as 85 in the shade.

On the falls last evening there were 3 feet 9 inches water in the pass down the Indian chute, and falling.

The reports from Pittsburg yesterday indicated another low water seige, with only 3 feet water in the channel, the arrival of the Spray, Cumbina and the Neon, and the departure of the Yorktown.

The river at Cincinnati was falling fast, and navigation much restricted, while business was extremely dull in all departments.

The Cumberland is slowly falling at Nashville, with five feet water on the shoals. No arrivals, excepting the Tennessee from Clifton.

The favorite steamer Louisiana, Captain Holcroft, was due from New Orleans last evening. She is a new, fine boat, and returns to New Orleans Thursday evening. Passengers and shippers will find her at Portland.

MOSS COZIN.—The Raven, black as night made her appearance at the wharf yesterday with five barges in tow laden with coal, all from the Pomeroy mines. Three of the barges were consigned to Captain Dugan for steamboat use, and the other two to O'Mistead & O'Connor.

The river is again rising at this point, from the effect of a very heavy rain storm last night. All the rivers, with the exception of the Illinois, remain remarkably high for the season of the year. Between here and Cairo there is plenty of water for every navigable purpose, while below that point it is unusually high.

The upper Mississippi has risen from Dubuque down, the swell coming out of the Wisconsin and Black rivers. There is now a fair stage of water through to St. Paul.

The Illinois river is dead low, with the larger boats drawing off. It will require the lights at class boats to navigate the Illinois this summer.

The Missouri river is in good boating stage, and the cry of low water is not anticipated in the Big Muddy this season.

Business weakens every day, and from this out the commerce on the rivers will be exceedingly light until the first of September. Our upper river exchanges all complain of dull times. The Dubuque Herald of Sunday says:

It is a pity that with this fine stage of water there is no business. Nearly every day a boat of some line is laid up, because there is nothing to do. The Minnesota passed up yesterday. At Cassville she took a quantity of wheat for Red Wing, where higher prices are ruling than at any place on the river—the result of competition, and a determination to kill the lower river trade.

This state of affairs cannot last long; trade cannot be diverted from its natural channel. Two dollars and ten cents a bushel for wheat in Red Wing will soon play out. The idea, a wild boat, came down yesterday from Winona, unable to procure any freight. She took aboard 200 sacks of oats here under rates, contracting for 20c. per cwt. Unless she hits up below she will lose nearly $3000 this trip.—St. Louis Dispatch.

CIVIL RIGHTS ON A STEAMBOAT.—We clip the following from the Mobile Register of June 26:

Some little excitement was occasioned on board the steamer Reindeer yesterday morning shortly before she left for her usual excursion to Point Clear, by reason of the captain refusing to allow negroes to occupy his cabin upon terms of perfect equality with the white passengers. On the two Sundays previous no special effort was made on the part of the boat's officers to keep the white and negro passengers separate, the number of the latter being so comparatively small that it was not thought necessary. Difficulties of an unimportant but still unpleasant character arose, however, from this mixing of races, and the white patrons of the boat told Capt. Williams that a division must be made or they would seek other means of transportation.

Accordingly Captain Williams on yesterday scoured his lower deck, had awnings spread, and provided an ample supply of benches upon the guards, and fore and aft, for the accommodation of the colored population. When the passengers commenced assembling the negroes made a dead set for the cabin, and were met at the gangway by an officer, who pointed to the place assigned for their accommodation. A great majority of the colored population left indignantly, avowing that if they couldn't go into the cabin among the white folks—who "want no better dan dey was"—they wouldn't go on the boat at all. As the finely dressed negro excursionists turned shorewards because denied their "civil rights," many hearty laughs arose from the cabin.

The result was that the Reindeer had a large number of passengers yesterday, and but very few negroes.

CAMELIA FOR THE WATERING PLACES.—This regular, fast and splendid low pressure packet leaves to-day from the Pontchartrain Lake end, on the arrival of the 7½ A. M. train, Capt. A. P. Boardman is in command, and Mr. John Otway is the efficient purser.

LOUISE FOR MOBILE.—This new and fine low-pressure passenger packet, in command of Capt. Hopkins, leaves to-day at 12 M., for the above named place, from the Lake end of the Pontchartrain Railroad. Agent, I. C. Harris, corner of Camp and Common streets.

BART ABLE FOR ST. LOUIS.—The superb and universal favorite passenger packet, Bart Able, Capt. J. H. Townsend, commander, and Mr. W. H. Hall, clerk, leaves at 5 P. M. to-day for Natchez, Vicksburg, Memphis, St. Louis and all landings in the bends. Our friends, Capt. Townsend and Clerk Hall, are well known wherever the Western waters flow, not only as competent and faithful officers, but as intelligent and generous friends and perfect gentlemen. Do not forget the Bart Able this evening.

MISSISSIPPI VALLEY TRANSPORTATION COMPANY. Capt. J. T. Burdeau, agent of this line, will dispatch to-day, at 10 A. M., for Memphis, Cairo and St. Louis, the steamer Yankee and barges. Now is a chance for our merchants to ship all freight, such as turpentine, camphene, powder, etc., and all freight that passenger steamers are prohibited from carrying. Call and see the agent, Captain Burdeau, 7 Front street, and prepare your engagements.

INDIANA FOR LOUISVILLE.—The large, superior and fast passenger packet Indiana, Captain R. E. Neal, commander, and Mr. W. W. Collins 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 Indiana is in every respect a first-class passenger packet, and has most popular and genial officers. We commend her and them to our friends this evening, 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.

LIZZIE GILL, EXPRESS PASSENGER PACKET FOR ST. LOUIS—To-day, at 5 o'clock P. M., the new, splendid and swift passenger packet Lizzie Gill, Captain A. R. Williams commander, will leave for the above and way points. She is a large and commodious steamer, and a very fast craft. Her cabin is a model of neatness. We warmly commend the Lizzie and her officers to travelers bound up the river to-day. They couldn't find a better boat by waiting a month, and they may rely on being taken through on quick time, and enjoying themselves. Capt. Williams, her commander, and Mr. W. H. Rhodes, her chief clerk, are well known as efficient and safe steamboatmen. The Lizzie connects at Memphis, Cairo and St. Louis with the railroads for all points East and West.

NINA SIMMES, EXPRESS PASSENGER PACKET FOR BAYOU SARA.—This fast and splendid passenger packet, in command of Capt. W. R. Greathouse, with Messrs. Troxler and Miller in the office, leaves at 5 P. M. to-day for the above and coast landings. Passengers for the coast will find the Simmes a most comfortable packet. Her table is always supplied with all that the market affords, and her officers are of the fine stamp, besides being accommodating and attentive to all.

FRIENDSHIP AND BARGES FOR ST. LOUIS.—This new visitor for favors, in charge of Capt. James Montgomery, leaves this evening for the above, and will take all freight that may offer, and especially that kind of freight that is prohibited on passenger steamers, viz: powder, turpentine, naptha and camphene. The Friendship is receiving at the head of Girod street. Her agent is Capt. J. T. Burdeau, No. 7 Front street.

Marine Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET,
Monday, July 9, 1866.

Cleared Saturday.

Steamship St Louis, Claussen, for Boston.
Creery, Nickerson &co
Steamship Geo Cromwell, Vaill, for New York.
A Monroe
Steamship Evening Star, Delaney, for New York.
J M Courtenay
Steamship Tappahannock, Huckins, for Apalachicola.
Merritt, Dunham, McKinnell &co
Steamship I C Harris, Fowler, for Galveston.
I C Harris
Steamship Philadelphia, Porter, for Sabine Pass.
R M Harrison &co
Steamer DeSoto, Diggs, for Mobile. Master
Steamer Lucretia, Maybury, for Mobile. Master
Steamer M S Mepham, Cayton, for St Louis.
Master
Ship Rochester, Weeks, for Tarks Island, in ballast.
Meeker & Knox
Brig Fanny, Wicks, for Philadelphia.
G W Hynson &co
Schr Ralph Post, West, for Pensacola.
Price, Hine & Tupper
Br schr Oriental, Otteson, for Vera Cruz.
Goldenbow & Lesparre

Arrived Saturday.

Brig M W Norwood, Washburne, 28 days from Rockland, Me, to Thorndyke & Norton—1st district 23
Br schr Adventure, Swasey, from Rustan, to master—3d district 20

TOWBOATS.

Wiencoca, Pellett, from the Passes—Towed down and to sea bark Rosina—Brought up brig Maria W Norwood.
Tecumseh, Schellenger, from the Passes—Towed down and to sea, ship Compeer, bark Camilo and schr Talisman—Brought up to Quarantine bark Ida C Yorke.
Sam Clark, with 4 barges, from Warsaw, Ill.

STEAMBOATS.

St Nicholas, Hero, from Bayou Sara.
Indiana, Neal, from Louisville.
Lizzie Gill, Williams, from St Louis.
Louise, Hopkins, from Mobile.

Arrived Yesterday.

Steamship Gen Grant, Holmes, from New York, 30th ult, to A Moulton—2d district
Steamship Mariposa, Quick, from New York, 30th ult, to J M Courtenay—2d district.

STEAMBOATS.

Messenger, Dean, from Cincinnati.
Louisville, Ross, from St Louis.
T D Hine, Worley, from Jefferson.
Frolic, Compeer, from Minden.
J D Hinde, Forgey, from St Martinville.
Nina Simmes, Greathouse, from Bayou Sara.

Below—Coming Up.

Ship Castine, Thurston, 25 days from New York.

At Quarantine.

Ship Flying Scud, Bryan, from Cienfuegos, to A H D'Meza.
Bark Ida C Yorke, Yorke, from Matanzas.
Br schr Welcome, ——, from Matanzas, in ballast, to master
Br schr Andromeda
Schr Salvador

Exports Saturday.

NEW YORK—Steamship George Cromwell—854 bales cotton 2 hhds tobacco 25 bales mdse and 58 pkgs mdse
NEW YORK—Steamship Evening Star—1110 bales cotton 30 bales wool 424 bbls flour $19,000 in specie 401 sks cotton seed 108 hides and sundries
BOSTON—Steamship St Louis—1012 bales cotton 2309 hides 500 bbls flour 14 pkgs mdse
APALACHICOLA—Steamship Tappahannock—Sundry mdse
GALVESTON—Steamship I C Harris—350 bbls flour 400 sks corn 500 sks oats 800 sks salt 50 sks coffee etc
PHILADELPHIA—Brig Fanny—8 hhds tobacco 55 tons iron 12 pkgs mdse
PENSACOLA—Schr Ralph Post—30 water oaks
VERA CRUZ—Schr Oriental—300 bales hay 124 bbls onions 50,000 feet lumber
MOBILE—Steamer DeSoto—25 bbls whisky 300 sks oats 40 head cattle
SABINE PASS—Steamship Philadelphia—13 bbls flour 3 bbls pork and sundries
ST LOUIS—Stemor M S Mepham—1000 hxs sugar
MOBILE—Steamer Lucretia—18 hhds sugar 12 bbls sugar 5 bbls molasses 25 bbls whisky

Imports Saturday.

RUATAN—Schr Adventure—Fruit to order
ROCKLAND, Me—Ice to A W Bosworth
MOBILE—Steamer Louise—Sundries to order

Imports Yesterday.

NEW YORK—Steamship Gen Grant—Astd mdse
NEW YORK—Steamship Mariposa—Astd mdse

Receipts of Produce Saturday.

WARSAW, Ill—Steamer Sam Clark—19,715 sks corn 375 sks bran 158 bales hay to Stanard & Slaybaugh
BAYOU SARA—Steamer St Nicholas—27 bales cotton and sundries to order
ST LOUIS—Steamer Lizzie Gill—2 hhds tobacco and sundries to order
LOUISVILLE—Steamer Indiana—24 bales cotton 86 hhds tobacco and sundries to order

Receipts of Produce Yesterday.

CINCINNATI—Steamer Messenger—14 pkgs of furniture M Keppler—300 do Mitchell, Craig &co 475 do Montgomery Bros—12 do W & J McCracken—28 do C Raymond—24 do C C Sampson—17 do do order—29 bbls pork P Cook—50 do McFarlan, Straight &co—68 bbls whisky Geo Eimer—30 do I C Harris—150 do to J Riviere &co—50 bbls oil to Grieff & Byrnes—300 bbls flour Keep & Caulfield—80 tes lard Martin, Dolhonde & Cobb—4 pkgs mdse to J S Aitkens—100 doz brooms 50 bxs candles to J I Adams &co—10 bbls ale 10 half-bbls do Army & Blanc—41 kegs lard S M Barton &co—1 hhds tobacco Blakemore, Wooldridge &co—5 pkgs mdse S T Blessing—41 do C T Buddecke—70 pkgs glassware Carroll, Hoy &co—1 corn mill T B Bodley & co—16 pkgs stoves J Chaffe & Bro—18 boxes glass J S Copes—15 tes hams to J & O P Cobb &co—81 kegs butter B Dellbondie—25 tes hams Dillingham & DeBlois—49 slabs iron Brummond &co—50 bxs cheese E Thompson &co—1 corn mill Folger &co 50 hf-bbls beer T Fischer—2 bbls oil 1 box books Francke & Dannell—10 bxs mdse to J Gauche—20 fkns butter A D Grieff—22 pkgs hams and bacon 3 iron safes I C Harris—45 pkgs hardware Hannon Offcitt &co—1 grain separator 2 bxs mdse E J Hunt—20 do glassware Henderson & Gaines—2 pkgs machinery Perkins & Hersey—100 bbls bed slats J B Hubbard—1 head block 1 grain separator Hunt, Brown &co—14 pkgs glassware Huntington Bros—22 bxs hardware D Hembrecht—25 pkgs sundries J E Hyde &co—1 corn mill E M Jones &co—26 bxs wine Kastendick &co—15 pkgs hardware to Kurscheedt & Bienvenue—103 pkgs butter to Keep & Caulfield—16 pkgs glassware to Levi & Navra—96 reels packing yarn J C Morris—1055 sks malt and 8 bales hops Geo Merz—80 sacks malt A Michel—1 csk packing yarn H J Morgan—1000 bxs bitters to Joe T Moore—13 pkgs glassware E F Milston—25 do S B Moore &co—3 bxs soap V Pessou—4 bbls glassware W T Scott—10 pkgs glassware A Simmons—15 do Shepard, Abbott &co—25 fkns butter Schneider & Zuberbier—2 bxs tongues C E Smedes 2 washing machines M J Smith &co—24 bbls willows W Spindler—20 fkns butter 20 bxs cheese O Theurer—20 tes hams 147 kegs lard 18 bxs bacon Voss Bros—80 pkgs mdse Walker & Fisher—4 bxs glassware T W Wright—sundries to order—Total 1 hhd tobacco

ST LOUIS—Steamer Louisville—96 bales hay to P G O'Riley—1 box eggs G Zickendroth—730 sks bran Woods, Matthews &co—100 eighths-csks spirits Sutherlin, Warren &co—106 kegs lard Hy Von Phul jr &co—4 csks bacon Shropshire, Anderson & co—40 bbls potatoes 1992 sks bran 3239 sks corn 73 sks oats Geo Martin—1550 do J B Murison &co 603 do M Daffy—620 do 200 bbls flour S H Kennedy &co—100 do H S Hall &co—250 do E B Kimball Lacey, Terry &co—10 kegs lard to J H Keep—41 kegs butter Ethell & Thomas—49 bbls potatoes 200 sks bran M Druhan—40 bbls potatoes F C Mahan 48 do F DelBondio—80 do Dorman & Bruno—18 do H B Clifford—130 bbls meal Cass & Dowling—15 bbls whisky I Bloom &co—sundries to order

JEFFERSON—Steamer T D Hine—76 bales cotton J W Burbridge &co—52 do Carroll, Hoy &co—48 Winston, Morrison &co—38 Brooks & Macdonald 38 John Phelps—25 Carlin &co—15 do Williams & co—15 R G Taylor—13 do Cowan & Mayo—9 do to J Chaffe & Bro—7 do Bower & Grant—7 M Gills &co 6 S M Swenson—5 S Whited &co—4 R Lloyd—5 do W J Wheeless &co—8 bales wool Walker & Fischer—55 bdls hides 1 bale do 2 bales skins 1 sk wool 1 bbl tallow 1 bbl wax 100 hides B L Mann &co—14 rolls leather H Ware & Son—8 do S M Swenson 1 bbl butter Shearer, Hyde &co—321 sheep to T G Noel—135 head cattle Steiner & Turner—92 do J P Hand—sundries to order—Total 361 bales cotton

MINDEN—Steamer Frolic—45 bales cotton to Spyker & Sandidge—30 do Roman & Olivier—15 W W Carlos—15 R L Adams—9 J D Blair &co—7 J Chaffe & Bro—7 Warren & Crawford—5 Bouligny & Boulogne—4 A M Lisso—4 Wallace &co—3 do C L Walmsley—2 G L Clapp—1 Pilcher & Barrow 46 goats T G Noel—763 sheep Steiner & Turner—93 head cattle to order—2 bales wool 2 bbls flour 1 bx hardware to J Chaffe & Bro—21 hides to C L Walmsley—sundries to order—Total 148 bales cotton

T P MARTINSVILLE—Steamer J D Hinde—10 bales moss Price, Hine & Tupper—3 bales cotton J L Courret—9 bales moss 1 do rags 1 crate horns and sundries E Carlin—70 hides E Montagne & 82 do M Levy—43 do to J A Bonnafon—11 hides and sundries to order—Total 3 bales cotton

BAYOU SARA—Steamer Nina Simmes—18 bale cotton Plauche & Wilz—14 bales moss Abraham & Goldsmith—Total 18 bales cotton

STEAMSHIPS.

LIVERPOOL.

STEAM BETWEEN LIVERPOOL AND NEW ORLEANS, Calling at Havana and Queenstown to land 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 are granted hereby this line to bring passengers from Liverpool or Queenstown to New Orleans, for $30 in currency, per 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 fast powered Iron Screw steamships between

LIVERPOOL AND NEW ORLEANS DIRECT,

Sailing from LIVERPOOL and NEW ORLEANS Monthly During the Summer:

LOUISIANA.....1874 tons.....P. Jamison, Captain.
MISSISSIPPI.....1711 tons.....J. Campbell, Captain.
FLORIDA.....1337 tons.....A. Flinn, Captain.
MISSOURI.....1864 tons.....A. Hancock, Captain.
ARKANSAS.....1896 tons.....T. Barron, Captain.
ALABAMA.....1829 tons.....Wm. L. Meaney, Capt.
GAMBIA.....1694 tons.....J. Graham, Captain.
CAROLINA.....1561 tons.....J. Hadley, 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 NEW YORK.

FOR NEW YORK—THE FAST AND REGULAR steamship

Grant,

HOLMES, 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.

NEW YORK.

NEW YORK MAIL STEAMSHIP COMPANY,
STAR LINE OF STEAMSHIPS.

FOR NEW YORK DIRECT—THE NEW and splendid sidewheel steamships