New Orleans Daily Crescent.

THURSDAY MORNING, JULY 12 1866.

The Hearty Old Gentleman—A Clear Point at Point Clear.

BY GEORGE WASHINGTON BRICKS.

[From the Mobile Advertiser and Register.]

"She's all my fancy painted her,
A thing we'll learn to win."

A rumor reached me about the middle of last week that there was to be a grand opening ball at that celebrated brandy-and-watering place on the Eastern Shore, which is known to the fashionable world as Point Clear, and I determined to go. * Accordingly, I borrowed fifteen dollars of my landlady and a shirt of her nephew, and among the distinguished arrivals welcomed by Gen. Smedes to the elegant hospitalities of his hotel on the 3d of June, 1866, was the undersigned.

I will not attempt to disguise the fact that the ball was not the chief attraction which drew me across the bay. I went over in search of a young lady from Central Alabama who was expected to be there, and who was said to be as beautiful as the queenliest belle of the fairies and as rich as the finest specimen of gold quartz West of the Cordilleras. I will remark, *par parenthese*, for the benefit of wealthy unwedded womankind at large, that the lady who is liberally endowed with what are technically termed metallic charms can raise a brigade of admirers without the slightest difficulty or delay, if she will take the trouble to open an enrolling office for that purpose. I mention this fact here because it is a most remarkable one, and may not be generally known.

"Let the belle of the East adore the inside of Cashmere,
Nor affection with interest clash,
But for other idolatry engages us here—
We adore but the inside of mere cash."

Among a number of dashing young fellows whom I met in town, the charms of the young lady from Central Alabama came up for discussion—I mean her monetary charms—I really did not think to inquire whether she possessed any other sort; and I was so forcibly struck with the report of their extent, that I pledged myself to woo, win and wed the sweet creature within a period of six months from date, under a no less penalty than that of becoming personally responsible for the swindle incident to a champagne supper for the crowd. Hence my presence at the Point Clear ball. I confess now that the pledge was a rash and foolish one; but when I look upon myself its solemn obligations, we were the companions of half a dozen empty wine bottles and a box of cigars, and in extenuation of the folly, I must be permitted to plead the fact that under such circumstances, the best of us are not always fitted for a virtuous discrimination between rectitude and rashness. Having once made the pledge, I determined to go over the bay and see what chance here was to redeem it.

When I entered the ball room at seventeen and a half minutes to eleven, on the evening of the third, Miss Victoria Virginia Jinkinson—the young lady from Central Alabama—was about to dance the mazurka with young Sylvester Adolphus Fantadling. At least that was what I heard somebody call him. She was unquestionably the most divinely beautiful specimen of gushing girlhood my eyes ever beheld. With a form that would have shamed the celebrated Venus of Milo—a form so wonderfully faultless in its proportions that the beholder could scarcely believe it other than the creation of some inspired sculptor; a form, in short, which the fairest, proudest goddess that ever flirted by moonlight amid the roses of her Olympian home would have resigned her couch and her immortality to possess; with eyes that flashed more brightly and beautifully than the united rays of a constellation of midnight stars, and made unresisting vassals of a thousand hearts at every glance; with hair more lovately lustrous, but very strongly resembling the golden mistafories woven in the pearly looms of the dawn; with lips whose slightest touch must have been sweeter than Beauty's lingering kiss; with a voice as musical as the murmur of the silvery fountains of Fairy land; with a step and motion in the dance which made her seem the very genius of poetry; and, in one word, with a cotton plantation cultivated by an effective force of one hundred and fifty-seven hands, who never heard of the freedmen's bureau; and a bank account whose last semi-annual statement exhibited a clean balance of nineteen thousand six hundred and forty-three dollars and a half in her favor; with this grand combination of attractions, I do not hesitate to repeat that Victoria Virginia Jinkinson was the most magnificently beautiful woman I ever beheld.

When I entered the ball-room, as I have already remarked, Victoria Virginia Jinkinson was about to dance the mazurka with a young gentleman of the name of Fantadling. I remember as a pleasing incident of the evening that she wore what the ladies now call "titters." I used to think them a weak invention of the enemy, but I confess now that I rather like them. Behold a dozen of them in the bewildering convolutions of a polka schottische!—

"By June! 'tis a goodly sight to see—
No man who has no friends or sister is one!"

But let us proceed. At the moment of my entrance, Victoria Virginia Jinkinson and young Fantadling were both on the floor, and no sooner did the band strike up and send them whirling down the hall than my attention was irresistibly attracted to the classical loveliness of Victoria Virginia's foot and the exquisitely graceful manner in which she handled it. I noticed, too, that the silken hose she had evidently attempted to conceal it was of the exact hue and quality of some I saw retailing on Dauphin street, the other day, at seven dollars and six bits per pair. Tais, however, by the way. With one jeweled hand, fair as a lily, reposing like a dake of snow within two inches and a half of some of the collar at Fantadling's coat, with the other she fought back her rebellious staple and fancy dry goods, floating on and away at the same time in that style of delicious and enchanting ravishment which recalls St. Simon's poetic idea of "a goddess on the clouds," and never fails to make the appreciative beholder feel like handing his coat-tails to somebody and requesting as a personal favor to be held on the ground.

"Pray who?"—and I addressed the interrogatory to a no less distinguished individual than my friend the Hon. T. Jefferson Skeggs. "Pray, who is that gorgeously beautiful high-priestess of the restless Terpsichore who is just now so happy in the conventional embraces of the fortunate Tanfadling?"

"Fantadling, you mean," said my friend, the Hon. T. Jefferson Skeggs, smiling at the wreck I had made of the young gentleman's name in the excitement of the moment; "that," continued he, "is a young lady—"

"Bald!" I exclaimed, "are you quite sure she is not what she unquestionably seems to be—an angel? But pardon the interruption; proceed."

"As I was about to say, she is a young lady—or, a young angel if you will—of the name of Jinkinson."

"By St. George! a most unromantic name for so romantic a looking divinity! However, there is nothing under the circumstances worth mentioning in a name. And now, geographically and financially speaking, in what enviable section of this unreconstructed country does she reside, and what amount would you name before an acting justice of the peace, if necessary to do so, as the present accessible value of her personal and real estate?"

I had, of course, been informed as to both the present and prospective value of Miss Jinkinson's hand; for the secret of a lady's wealth, unlike the secret of a lady's age, cannot be safely warranted to keep long in any climate; but I was not fully convinced of the accuracy of the information given me by the boys in town, and I was anxious to have it confirmed by some such high authority as Skeggs. Besides, I was sure that to be seen in familiar conversation with so distinguished a character as the Hon. T. Jefferson Skeggs, would be a decided good letter of credit in any crowd.

"I perceive, my dear Bricks," said the Hon. T. J. S., in answer to my question, "that you are in the pursuit of knowledge, under a species of difficulty which I am utterly unable to remove; but do you observe that hearty old gentleman sitting at the window opposite?"

After taking a careful observation in the direction indicated, I did not hesitate to declare that unless I was deceived by a very remarkable optical illusion, I did observe the hearty old gentleman sitting at the window opposite.

"Well," continued the Hon. Mr. S., "I am told that he is a resident of the young lady's neighborhood, and I presume he is the only person present who is able to furnish you the information you seek. From his very genial and benevolent appearance, I am quite sure he will cheerfully enlighten you to the best of his ability.

With the hope that the movement might lead to an introduction to Miss Jinkinson, I walked over, I unfeelingly as it were, to where the hearty old gentleman sat.

"A warm evening, sir," I remarked, just as I would have addressed the same observation to any other stranger in whose company I might have chanced to be thrown.

"Well, yes, it is rather warm," answered the hearty old gentleman, with a look indicative of some little surprise at the extent of my meteorological information.

"Quite an array of what the newspaper reporters call beauty and chivalry with us to-night sir," I added.

"Yes, sir—quite an army of that sort of thing certainly."

"Speaking of beauty," I continued, "the lady now dancing with young Fantadling seems not to be wanting, to any perceptible extent, in that species of attraction. Will you permit me to ask you if you do not think so?"

I perceived at once that the hearty old gentleman could appreciate female beauty as fully as I could myself, and I would have sworn on the spot that he was a widower in search of a third wife. It was clear, from the twinkle about the eye, and other manifestations of pleasure, that I had stumbled upon one of his pet weaknesses. Fully satisfied of this fact, I felt encouraged to proceed, which I accordingly did.

"Rather pretty! Why, good heavens, dear sir! She is absolutely too beautiful for earth. She is gorgeously beautiful. And then, how queenly! Observe, sir, if you please, with what unapproachable grace those delicate fingers hit the immaculate drapery floating around her like a storm-driven cloud to delight our eager vision with elysian glimpses of those dainty feet, whose tread would scarcely crush the petals of the lily!"

The hearty old gentleman smiled cheerfully, the twinkle of his eye growing livelier at every word I uttered, clearly indicating a full-blown appreciation of my style of remark.

"And do me the kindness to observe further, sir, the elegant fit of that fairy slipper, which even the fabled Cinderella could not have worn; and if it is not leading your eye into forbidden paths, sir, suffer me to invite your attention to that classically exquisite ankle, which so charmingly courts the gaze of admiring eyes."

The hearty old gentleman drew his bandana and blew his nose appreciatively. At the same time a handsomely dressed gentleman sitting near was suddenly seized with a severe fit of coughing, and thrusting his pocket handkerchief into his mouth as the nearest approach to a specific then at hand, hastily left the room.

"Ah, sir, you behold nothing of the false calf there! All is perfectly genuine—a real, *bona fide* master piece of nature's handiwork—a natural blending of poetic and geometrical grace, to behold which would amply repay a voyage across the Atlantic."

The hearty old gentleman smiled more blandly than before. He had not long grown, I painfully perceived, the romance of youth, and still had an eye for a well-turned ankle.

"The exquisite creature, sir, were perfect but for one thing—the very familiar manner in which she permits the arm of that insufferable young puppy, Fantadling, to clasp her beautiful waist. But for that, sir, I should be tempted to lay my heart at her feet."

"Indeed!" said the hearty old gentleman, suddenly growing serious. "See—the lady approaches; shall I have the pleasure of presenting you?"

"I shall be more than delighted."

"Allow me, Mr.——, (your name has escaped me, but no matter,)—allow me to present—my daughter—the wife of that insufferable young puppy, Fantadling!"

Of what I said or did, or how I got away from there, I haven't the least idea in the world. I only know that some fifteen minutes afterward I found myself leaning against a pine tree some three hundred yards from the hotel, that I walked about twenty miles up the bay in time for a late breakfast, and that Gen. Smedes has my hat as the only reward for his hospitality.

Bishop Elliott on Emancipation and the Religious Instruction of Freedmen.

We find in a late number of the Church Journal copious extracts from the recent address of the Bishop of Georgia to the convention. We copy the following interesting passage on the subject above mentioned:

The emancipation of the slaves, which has practically taken place since our last meeting, has placed the diocese of Georgia under not new obligations; it has rather freed her from a fearful responsibility. The church in our diocese needed no instruction from abroad upon her duty to the slaves within her border. She had always considered slavery as a trust committed to her by God—a sacred trust to be held by her until taken from her hands by permission of the same power who placed it there. Slavery was no institution of her making. Georgia protested against its introduction into her limits again and again, but it was thrust upon her by English and New England ability. When thus forced upon her, without her desire, its descent from father to son, and its rapid increase make no difference in its guilt, if guilt there was. That still rested upon those who brought it here, following after them to judgment, where it will one day meet them. The duty of the church was to accept certain circumstances in which she found herself—circumstances not created by herself, but permitted to exist for the trial of her faith and zeal. And wonderfully has she performed her work. Never, in the history of the world, has there been such a rapid and effective missionary work as the christian church has performed in this land in connection with slavery. For we must remember that the slaves, when brought here, up to a period as late as 1808, were the same savages as our missionaries are now combating with, to very little effect, upon the coast of Africa; were the same savages as are quitting each other's throats day after day, and perpetrating enormities which disgrace humanity, upon their own soil, even in the very sight of missionary operations. And yet, within the period of two centuries, there has been made out of these savages a Christian people, having a clear discernment of right and wrong, understanding very distinctly the system of our religion, having educated teachers of their own color and their own race, gentle, kind and, until meddled with, faithful and affectionate. The number of communicants in the various churches of the South far exceeded in proportion to population that of the whites. They have churches of their own in all the large cities, managed by themselves, containing thousands of communicants, and in the rural districts they were visited by missionaries appointed specially for their benefit, or they mingled in the same religious instruction with their owners, eating of the same sacramental bread and drinking of the same consecrated wine. Their behavior during the long fierce war which is now terminated, is the sublimest vindication of the institution of slavery, as it existed among us, which could have been offered to the world. With years of preliminary agitation about the rights of the slaves and the cruelty and barbarism of the masters—with hordes of deceitful fanatics scattered through the Southern country, some in the guise of teachers, some of peddlers, some of book agents, some of mechanics, and all alike tampering with the slaves—with a war which required the absence of all the able-bodied and the warlike from home—with a proclamation of emancipation sounded in their ears as early as 1862, and summoning them virtually to strike for their rights—with large armies of those who called themselves their friends traversing the country and thundering at their very doors—these people never once lifted their hands of their voices voluntarily against their owners, but with nobody to coerce and restrain them save weak women and infirm men and boys too young for military purposes, they remained quiet, docile, industrious, obedient exhibiting in no case, that I have ever heard of, insubordination or disorder. Any cruelty they may have since exhibited they have learned from other teaching than ours—any barbarism into which they may have since lapsed, they have fallen into after they had passed from under our influence. When the world's history has there been a case like this of forbearance and quietness where an inferior race has been oppressed by a superior, and had the means given it of vengeance? Our own times furnish us two instances in fearful contrast—the one of the ferocity of the French in their terrible overthrow of the church, the monarchy and the aristocracy, and that of the negroes of St. Domingo, who have furnished to this age a name for everything inhuman and barbarous. One of two things is therefore clear, either that these people suffered no oppression worth the name, or that slavery has produced Christian virtues through its teaching and discipline, of the most rare and striking character.

The aspect of things leads to two important practical results. First, it vindicates the Christian Church in the South from the obloquy that has been poured upon it, as if it was winking at a barbarous and unchristian system, and doing nothing to ameliorate it—a vindication which it weight to have, and which I now lay humbly upon its altar. No people have ever labored more faithfully, more obviously, with more self-denial, than have Southern Christians to do their best for the slaves committed to their trust. Very many have spoken of what they have given up for their state religious instruction; many who have impoverished themselves that their slaves might be comfortable or free. Almost every minister for half a century past has devoted some of his time to these poorer members of his flock, and very many more would have kneeled at our altars, had they not preferred a more exciting worship and a more enthusiastic exhibition of their feelings than we allowed. I say, without fear of rightful contradiction, that if a slave did not relieve religious instruction it was because he did not care about it, or because he was in some remote position, where the whites were as badly off as himself.

The other practical point is that we have no need to change our system of instruction because of this emancipation, or to call in any foreign help to our assistance. The church in Georgia has always taught the colored race, so far as the number of her clergymen and the rivalry of the other denominations would permit her. We must simply carry on the same plan in the future. We have always had Sunday schools for them—let us continue the same. We have always welcomed them to our churches and altars—let us continue the same. We have always permitted them to organize churches for themselves—they have been free as all upon this point—let us continue the same. If those churches are organized as Episcopal churches, we shall be glad to assist and cheer them, and lead them in the way of true godliness. I see no necessity to change our course for the present, nor do I see that we need any help from abroad in their religious culture. We have Christian men and Christian women in abundance among us, who will undertake any work for the church. Organize them in your various parishes, and they will do the work more efficiently than any others can. None understand the colored race as well as we do—none have the confidence as fully as we have. My sincere conviction is that if any future good or blessing is to come for these people, it must be of home growth; it must be the continuation of the same kindly feeling between the races which has heretofore existed. Every person imported from abroad to instruct or teach these people is an influence, unintentionally perhaps, but really, widening the breach between the races. This work must be done by ourselves—done faithfully, earnestly and as in the sight of God. Love must go along with it; gratitude for their past services; memories of our infancy and childhood; thoughts of the glory which will accrue to us, when we shall lead these people, once our servants, but not now as servants, but above servants, as brethren beloved, and present them to Christ as our offering of repentance for what we may have failed to fulfill, in the past, of our trust.

But it may be asked, do you regret the abolition of slavery? For myself and my race, no! I rather rejoice in it; but for them, most deeply. I sincerely believe it the greatest calamity which could have befallen them; the heaviest stroke which has been struck against religious advancement in this land. I would not, if I could, have it restored for any benefit to me or mine or my countrymen. I have met nobody who would. But for them I see no future in this country. Avarice and cupidity and interest will do for their extinction what they have always done for an unprotected inferior race. Poverty, disease, intemperance will follow in their train and do the rest. I say these things from no ill-feeling against the race, for God is my witness, I have loved them and do love them, and have labored for them all my life, but because at this moment I think it my duty to put these opinions upon record, that the past may be vindicated and the future take none by surprise.

River Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET,
Thursday Morning, July 12, 1866.

Yesterday was a warm and bright day on the levee. We cannot say that business was very active, although the departing steamers left with good trips. The T. D. Hine did not leave as announced. She leaves positively this evening for Jefferson, Shreveport and way landings.

The Mittie Stephens is receiving, and leaves positively for Jefferson and intermediate points on Red River to morrow evening.

BOATS DUE.—The Luminary from St. Louis, Louis D'Or from Red River, Vicksburg from Ouachita river, and Nina Simmes from Bayou Sara, will be in port to-day, and will leave again as advertised.

We were pleased to meet on the streets yesterday Capt. John A. Boflinger, superintendent of the Atlantic and Mississippi Steamship Company. He has just arrived from St. Louis on business of the line.

CLIPPINGS FROM OUR EXCHANGES.

St. Louis, July 7.—Although the river continued swelling yesterday, a decline is expected to commence to day or to-morrow, based on the fact that the Missouri and upper Mississippi are falling for some days, and the absence of the probability of a swell for some time in the Illinois, which is at present down to a low stage. There is plenty of water, a high stage out from here to Cairo and the delta, but a rapid decline to a low stage is at hand.

Business continues fair for the season, but receipts from the North are diminishing, the old crops of grain having become exhausted, and the new yet to be harvested. The new crops are abundant.

ROCKY MOUNTAIN RECION RIVER BUSINESS.—If rumor be correct—it seldom is in any instance—the upper Mississippi trade this spring, this year, for the steamboats that are engaged in it, as rich as that which made celebrated the argosies of ancient Greece. The amounts of net profit realized by some of those Rocky Mountain steamers which have returned, are, according to common rumor, as follows: St. Johns, not including a considerable sum for government services, $17,000; Mollie Dozier, $50,100; Tacony, $18,000; W. J. Lewis, $40,000; Deer Lodge, $70,000; Peter Balen, trip of ninety-six days, $65,000. Only Chaste and Gold Finch, profits not ascertained.

Those indefatigable citizens, M. S. Mepham & Bro., are said to have gotten a cool one hundred thousand from the voyages of their three steamers, Peter Balen, Gold Finch and Iron City. Those who, like us, are constantly among boatmen, hear many regrets uttered by owners of boats that they did not "load for the mountains." There will be a larger number of boats announced next year for the gold regions of the Upper Missouri than ever before. It is believed that competition for freight and passengers will be so active that rates will be very low, and many of the boats will lose money. This season has been the most favorable ever experienced for the voyage, in the matter of water. There were but few accidents to the large fleet which left this city, and in a few days the most of them will be in port. Some were on the way down, and were turned back in government service, for which they are paid $350 per day, a sum, we presume, very satisfactory to the owners of such boats just at this time. As a general thing, the trip to and from Fort Benton, without unusual interruption, is made in seventy to ninety days; distance run, 6,650 miles. We have noticed that sickly persons making the voyage are entirely restored to health, and that the hardy and sun-browned boatmen, previously exposed constantly to the weather, on the deck, and becomes dark as an Indian. This season the St. Johns was the first boat to reach Fort Benton, just about one hour ahead of the Deer Lodge. Capt. Pat. Yore, commanding the latter, lost a suit of clothes on the result of that race. After writing the above, we met a cautious old boatman, the owner of one of the fortunate boats of the Mountain fleet, and asked him if he knew what were the profits of any of the voyages. "Oh," says he, "that's not fit for the papers, but you might say from ten thousand to forty thousand dollars each boat." He could have told us more, but didn't.

Saturday has swung around again, and just as punctually the dashing Mississippi is at her wharf-boat leading for New Orleans. This magnificent steamer will leave without fail to-day at 4 or 5 o'clock p. m., from foot of Market street, according one of the best opportunities to travelers. The veteran and accomplished captain Jesse C. Burd commands, and M. D. Condit, Esq., her popular clerk, is in attendance at the desk.

The Magenta has laid up at the lower end of the city. She will have her guards prepared for cotton, a new roof, be repainted and improved, and be ready to resume business in about five weeks. It is said she will run between Memphis and New Orleans in the fall. She is a famous boat, and hasn't done her best yet.

The superb Henry Ames, Captain Crawford, will have a full load of produce on board this evening, and will then, or at 10 o-morrow morning, leave for Vicksburg, New Orleans and way points. The experienced and attentive George A. Williams, formerly of the New Orleans and Vicksburg trade, has charge of the office.

CINCINNATI, July 6.—The weather continues clear and hot, with the mercury ranging at ninety-six degrees yesterday. At Pittsburg the river is falling, with twenty-four inches in the channel. Here the river has receded twelve inches during the past twenty-four hours, with ten feet on the shoalest bars hence to Louisville. There are five and a half feet in the canal. There are eight feet water in the lower Ohio. The Cumberland is falling, with four feet on Harpeth shoals.

CAIRO, July 7.—The river at this point is running with a good stage of water to Cincinnati and New Orleans.

The weather is warm and pleasant, with slight showers of rain.

PITTSBURG, July 6.—River twenty-five inches and falling. Weather clear and warm.

The Luminary came in with a fair trip of freight, added some here and went on rejoicing. She took the place of the Atlantic.

Cumberland river continues to fall with about four feet water on Harpeth shoals.

The Tennessee is still falling, with less than thirty inches on Colbert shoals.

We learn that Mr. H. L. Henry, who purchased the Clara Dolsen at auction a few days since, has succeeded in getting possession of the steamer. She is in perfect order, and will probably leave for New Orleans in a few days.

LOUISVILLE, July 7.—The river was falling very slowly yesterday, with five feet water in the canal in the evening, by the mark. During the previous twenty-four hours it had fallen only an inch at the head of the falls, and three inches at Portland. The weather was exceedingly warm yesterday, the thermometer at noon running up to ninety in the shade, with clouds threatening rain and a storm, but only a few drops of rain fell, and the storm passed off elsewhere.

On the falls last evening there were three feet water in the pass down the Indian chute, and the river falling very slowly.

Rains have been reported along the line of the Nashville railroad, in the vicinity of Nashville, and stories and rain up in the North, which may have swollen the tributaries.

A rise in the Cumberland may be looked for, though that stream was falling at the last accounts

The Bermuda, for Johnsonville, cleared early yesterday, descending the falls through the Indian chute.

Our port list was rather light, and business equally light, yesterday, though the Cincinnati packets continue to have good trips.

The Nick Longworth had deferred her departure to New Orleans to next week. She is a very light draft, first-class side wheel packet, in charge of Capt. Irwine, who has advertised her for Wednesday next.

FOR NEW ORLEANS.—The staunch new steamer P. W. Strader, Capt. Stein, is advertised for New Orleans this evening. She starts from the Portland wharf, and having choice accommodations, will provide comfortably for passengers.

MEMPHIS.—The weather has been exceedingly fine, as well as exceedingly warm. The levee has been like a deserted village all day. Not a boat at the landing all day except the steamer Hope, which was present for an hour or two. The river is falling.

At St. Louis, on Friday evening, the Mississippi was rising slowly, but it was a puzzle where the rise came from, as the Missouri and all upper rivers were on a decline.

The St. Francis river is falling rapidly, with plenty of water as high up as Madiana. Crops are very promising, and the planters are exceedingly jubilant thereat.

Capt. Joe Bryan has left the wheel of the Henry Ames, and will in a few days take command of the Lizzie Gill.

Capt. Sam. Shock, late of the Atlantic and Mississippi Company's line, who has been to St. Louis on a pleasure trip, returned yesterday, fresh and hearty. He will be found, as usual, on the star wharfboat, ready to transact any steamboat business that may offer.

The Atlantic and Mississippi Steamboat Company, in addition to selling its wharfboats at Memphis, Vicksburg and Napoleon, will sell the bars on all its boats. Sealed proposals for the bars will be opened at St. Louis on the 15th, and for the wharfboats on the 25th of the present month.

T. D. HINE FOR JEFFERSON.—The excellent passenger steamer T. D. Hine, Capt. J. J. Worley, commander, with Mr. Geo. C. Hamilton in the office, leaves this evening at 5 o'clock for the above and all intermediate landings on Red River. We advise passengers to lose no time in securing rooms for the trip on this steamer. They cannot fail to feel at home on board, and will be furnished with excellent accommodations, and will also be well entertained by our friend Hamilton, who will keep them in a good humor by his long list of humorous stories that he will impart to them during the time that they may be on board of this neat, and commodious steamer.

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 9 a. m. train of cars, Pontchartrain railroad. Agents, Leach & Perkins, corner of Carondelet and Gravier streets.

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 9 a. m. train. Capt. A. P. Boardman is in command, and Mr. John Otway is the efficient purser.

MARY FOR MOBILE.—The splendid new low pressure passenger packet Mary, Capt. A. L. Myers, commander, leaves as above from the lake end of the Pontchartrain railroad at 12 m. to-day. Agent—L. C. Harris, corner of Camp and Common streets.

LUMINARY—*U. S. Mail, Atlantic and Mississippi Steamship Company, for St. Louis.*—This superior and favorite passenger packet, in command of Capt. R. R. Packard with Mr. J. W. Eckley in the office, leaves at 5 p. m. to-day for the above, making connections with the railroads for all points east and west.

Marine Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET,
Thursday, July 12, 1866.

Cleared Yesterday.

Br brig Emma, Billings, for Havana, Goldenbow & Lesparre
Schr S B Stebbins, Smith, for Brazos Santiago, Joe Kelley
Br schr Angelina, Ive, for Matamoras, L Doubland
Schr Dawn, Griffith, for Mobile, Master

Arrived Yesterday.

Steamship Texas, Stanton, from Galveston, to Hawes & Bowen—1st district
Steamship Lizzie, Webber, from Pensacola, to Merritt, Dunham, McKinnell &co—Basin
Ship Castine, Thurston, 25 days from New York, to Hostler &DeVeriu—3d district 34
Ship Kate Davenport, Otis, 27 days from Boston, to G A Fosdick—1st district 32
Br brig Sir Robt Peel, Conner, from Havana, to E Troisgros—2d district 19
Schr R N Brown, Harrison, from Havana, to Rivers & Clay—3d district 46

TOWBOATS.

America, Palmer, from the Passes—Towed down and to sea, 4th inst, barks Henry and Hunt, and brig R G Groves—Brought up ship Kate Davenport
Lone Star, Schneidan, from the Passes—Brought up ship Castine

STEAMBOATS.

Mittie Stephens, Langhorne, from Jefferson.
Louise, Hopkins, from Mobile.
Nina Simmes, Greathouse, from Bayou Sara.

At Quarantine.

Br schr Welcome, ——, from Matanzas, in ballast, to master
Schr Salvador

Exports Yesterday.

MATAMOROS—Br schr Angelina—200 bbls of whisky 70 bbls flour 20 bbls alcohol 95 bxs soap 30 bxs candles and sundries
MOBILE—Schr Dove—1010 sks corn 100 sks of bran 105 sks oats 181 cases wine
HAVANA—Br brig Emma—6 bbls flour 150 sks bran 5 tcs hams 40,000 feet lumber
BRAZOS SANTIAGO—Schr S B Stebbins—490 bbls flour 2 tcs hams 40 tcs lard 30 bxs starch and sundries

Imports Yesterday.

HAVANA—Schr R N Brown—10 hhds sugar 319 bxs do G L Laughland—600 bxs do E Troisgros—57,000 cigars S Hernsheim—5 bbls paper cigars F A Gonzalez—3 bxs cedar L Valiere
INDIANOLA AND GALVESTON—Steamship Texas—325 head cattle Ben Foster &co—sundries to order
PENSACOLA—Steamship Lizzie—94,000 lathes Santord, Black &co—sundries to order
HAVANA—Br brig Sir Robt Peel—250 hhds 63 tcs and 36 bbls molasses to E Troisgros
NEW YORK—Ship Castine—Asdd mdse
BOSTON—Ship Kate Davenport—927 tons ice to Gage, Badger &co—Asdd mdse to order
MOBILE—Steamer Louise—Sundries to order

Consignees.

Per ship Castine, from New York—J P Sarrazin F Avet & Cambon—Atlantic and Miss S S Co—J A Lunn—Folger &co—C Sampson——J C Morris—Keep & CaulfieldKent, Thomas & Carter—S Wolff A Koenig—P Dwyer—R M Denman &co—N Richards—Wheelock, Finlay &co—J M Johnson—M M Merrill &co—T E Bodley &co—Walker & Snyder M Kepler—Jas Conegal—S M Todd &co—Aaron & Myers—H Holler—J Ganche—T Waterman—Williams & Murray—Kate & Barnett—G A Foster—L Delsheimer—Blake & Tower—N Whelahan—L Fix—Kearny, Blois &co—H Uthoff—C Raymond—P Mallard—H J Phelps &co—Page, Bradford &co A D Grieff—E W Burbank—Russell & Hall—H T Hill &co—Hill & Vezzie—W G Lyon &co—George Stroud—L s & Tex Petrol S & G L Co—Norman & Whitney—Thornhill & Richardson—Thicke, Sellier &co—Pothoff & Knight—M Lyon—Gordon & Herrick—C Jaubert &co—Fatjo, Marks &co—J S Simonds—M W Smith—Chas Loeffler—D Kelham & co—W P Converse jr—Barnett & Lion—Ernst & Tupper—W & J McCracken—J W Platt—W Lindop—Hunn & Frederickson—J H Carter—A C Wilber—Geo P McLean—J Davidson—Jno T Moore—J Simons—Fatjo & Sons——Stark, Stauffer &co—E F Mouton—G N Morison—E Montense—Bridge & Son—Griffin & Porch—J I Adams &co—J Voelkel Campbell & Rickerby—A Arman—L Sturtevant & co—Barnes, Ward &co—N O & J Railroad—James Barba—J Syme—D M Bildreth—A Lanata—G E Hall—E Thompson &co—Thos Hesser—Simonds & Meyers—J S Maunsel &co—Gifford & Perkins—E J Hart &co—R Bleakley &co—S D Moody &co—J Hogue—F F Mitchell &co—H Doudoussat—T Keller—Bouton, Smith & Denman—J P Coulon—Ellis & Chamberlin—Mitchell, Craig &co—J L Lee S E Moore &co—M McGraw—J Akens—F Wagener—S T Blessing—J Reynolds—S Piffet—order

Receipts by Railroad.

N. O., J. & G. N. R. R.—July 11—5 bales cotton Fulkerson & McLaurin—4 do Kern & Scherer 5 do Thornhill & Richardson—6 J P Manico &co—5 R Flower—2 do Warren & Crawford—8181 feet lumber W D Weaver—8500 do C E Cate &co—16,000 do J P Baker—25 bbls whisky McAllister &co 31 bxs peaches 6 bbls apples A Cognarick—56 bxs peaches L Golding—1 car cattle Pascal Servet—15 bbls rosin 1 do turpentine Huntington Bros—1197 feet lumber A Wang—sundries to order—Total 27 bales cotton

N. O., O. & G. W. R. R.—July 10—3 bales moss S Johnson—36 sks onions and sundries to L Surle—26 head cattle and sundries to order

N. O., O. & G. W. R. R.—July 11—92 hides W R H Witherell—1 bales wool Ben Toledano—3 bbls potatoes 1 bales wool to J B Gerard &co—45 sks onions and sundries to Surle—11 bales moss 32 hides 1 bales wool Montague & Carloss—19 hides O Broussard—34 do M Labusquerre—130 sks onion 4 bales moss 124 head cattle and sundries to order—3200 feet lumber S Coudreaux

STEAMSHIPS.

LIVERPOOL.

STEAM BETWEEN LIVERPOOL AND NEW ORLEANS.
Calling at Havana and Queenstown to land and embark Mails and Passengers; taking Cotton, and signing bills of lading here at through rates of freight twice 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 full powered Iron Screw steamships between

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Sailing from LIVERPOOL and NEW ORLEANS Monthly During the Summer:

LOUISIANA.....1874 tons.....P. Jamieson, Captain.
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FLORIDA.....1337 tons.....A. Flinn, Captain.
MISSOURI.....1454 tons.....A. Hancock, Captain.
ARKANSAS.....1398 tons.....T. Barron, Captain.
ALABAMA.....1320 tons.....Wm. L. Mossey, Capt.
GAMBIA.....1361 tons.....J. Graham, Captain.
CAROLINA.....1341 tons.....J. Hubrey, Captain.
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Cabin Passage to Liverpool $125 gold, or its equivalent in currency.
For rates of freight apply to
HUNTER, ASKEW & CO., 61 Carondelet street.
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NEW YORK.

NEW YORK MAIL STEAMSHIP COMPANY,
STAR LINE OF STEAMSHIPS.

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MORNING STAR.....2000 tons.....Nelson, Commander.
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RISING STAR.....2300 tons.....——, Commander.

The new and first-class screw steamships
MISSISSIPPI.....2200 tons.....Forbur, Commanding.
MERRIMACK.....2200 tons.....Vance, Commanding.
MARIPOSA.....1300 tons.....Quick, Commanding.
MONTEREY.....1200 tons.....Whitman, Commanding.

The new and first-class screw steamship
Mariposa,
1200 tons,
QUICK, Commander,
Will leave the Company's Wharf, foot of Jackson Square, on SATURDAY, July 14, at 8 a. m.
The Line is composed of the largest and most elegant steamships which have ever been built in this country for any betas 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.
RATES OF PASSAGE AS REDUCED RATES.
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,
33 Carondelet street.

FOR NEW YORK.
To sail on SUNDAY, July 15, at 8 a. m.

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.

GALVESTON—INDIANOLA.

FOR GALVESTON, INDIANOLA AND LAVACA.
MORGAN LINE
UNITED STATES MAIL STEAMSHIPS.
Leaves on SATURDAY, July 14, at 8 a. m.
PASSAGE TO GALVESTON.....$21
PASSAGE TO INDIANOLA.....30
Freight by this steamer will be delivered at Indianola and Lavaca at same rates, and as low as by any other steamer now up for either of the above ports.
Freights delivered at Lavaca by lighters free of extra charge.
FOR GALVESTON, INDIANOLA AND LAVACA—The low pressure side-wheel steamship
Wm. G. Rowes,
Will leave as above, from the foot of St. Joseph street.
For freight or passage apply on board, or to
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Corner Camp and Common streets.
Bills of lading signed at the Agent's office.
Those steamers, carrying the U. S. Mails, leave punctually as advertised.
Coal Oil received in metal packages only.
☞ A steamer of this line will leave every third day for above ports.

PENSACOLA.

WARRINGTON, PENSACOLA AND MILTON.
To sail on SATURDAY, 14th inst., at 4 o'clock p. m.

FOR WARRINGTON, PENSACOLA AND MILTON—The fast sailing steamship
Lizzie,
WM. WEBBER, Commander,
Will sail positively as above, from the Lake End Basin.
For freight or passage apply to
MERRITT, DUNHAM, McKINNELL & CO.,
67 Carondelet street.

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COMMISSION MERCHANTS, IMPORTERS
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