New Orleans Daily Crescent.

TUESDAY MORNING, JULY 31, 1866.

New Orleans Money Market.

CRESCENT OFFICE, No. 34 CAMP STREET, Monday Evening, July 30, 1866.

The announcement of an armistice between Austria and Prussia, and the very heavy advance reported in five-twenties at London on the 21st inst., have materially depressed the Gold market to-day, while advices of a decline in rates of the latter at New York of fully 1@3 ⅌ cent., tended considerably to accelerate the downward tendency of prices. Rates fell off here from 147@148¼ to 145@146¾, and even to the latter figures. The sales for the day have been but little better than nominal, as will be seen by the subjoined report, viz: $2000 at 146, $2000 at the same, $6000 at 145¾, $6 00 at 145¼, and $4000 and 10,000 at 145. Of Silver comprised 500 and 2000 Mexican Dollars at 148, and 4000 do. at 148½. We now quote Gold at 145@146¼, and Silver at 136@138 for American coin, and 148@149 for Mexican Dollars. Nothing done at the Board.

FOREIGN EXCHANGE—The movement in Sterling and France has sympathized with that of the Gold market to-day, and sales have been restricted to the following, at the rates annexed, viz: £1000 and £2000 Sterling at 158; £1000 at 156¼ and £3000 at 157. Nothing has transpired in France, and the closing figures are 159@161 for Bank Sterling; 136@138 for clear bills; f.3.50@f.3.45 for Bank France, and f.3.62½@f.3.57½ for out-door France.

DOMESTIC EXCHANGE—There is no alteration of any kind to notice under this heading. The demand at bank for remittance purposes is moderate at previous figures, and the purchases by banks and bankers have been limited to $150,000 bank sight bought by a bank at ¼ ⅌ cent. discount, and $20,000 and $35,000 private do. at ¾ ⅌ cent. discount. The ruling rates continue at ¼ discount to par at bank, and ¾@1 ⅌ cent. discount on the street or sight checks on the Northern cities.

UNCURRENT NOTES AND SECURITIES—Sales of the former in the outdoor market to-day have been limited to $1000 Bank of Louisiana at 68½, and those at the Brokers' Board were confined to $2300 Louisiana State notes at 87½ ⅌ dollar. In Securities the only operation that transpired was 9 shares City Railroad stock at a price that has been withheld.

ORIGIN OF SAVINGS BANKS IN ENGLAND.—Sampson, Low & Co., of London, have published a history of banks for savings in Great Britain and Ireland, including a full account of the origin and progress of Mr. Gladstone's financial measures for postoffice banks, government annuities, and government life insurance—by William Lewins, author of "Her Majesty's Mails—in which there is much valuable and interesting information."

"In 1798 the Rev. Joseph Smith, of Wendover, England, proposed to his parishioners that they should pay him a stipulated sum weekly, not less than two pence, during the summer months, on condition that the whole should be returned, with the addition of a third as bonus, at Christmas time. The next year Priscilla Wakefield started a fund for the benefit of the women and children of Tottenham, to which the poor members paid as much as they could afford, receiving excessive interest through the charity of rich and honorary members. The Tottenham bank was reorganized, and made self-supporting in 1801, and that perhaps was the first legitimate savings bank established in England. In 1807 Mr. Whitbread introduced a bill into parliament for generalizing the savings bank principle; "with the intervention of the post-office," but the proposal fell to the ground. Savings banks, however, came into fashion, and grew rapidly in size and numbers. Their most influential promoter was Dr. Duncan, the son of a Dumfriesshire clergyman, who published a paper in the Dumfries Courier, in which he proposed to the gentlemen of the country the establishment of a bank for savings in all the different parishes of the district.

"'In one way,'" said Mr. Duncan, in making the proposals, "'it appears to me, by which the higher ranks can give aid to the lower in their temporal concerns, without running the risk of aiding them in their sins, is by affording every encouragement to industry and virtue by inducing them to provide for their own support and comfort; by cherishing in them that spirit of independence which is the parent of so many virtues; and by judiciously rewarding extraordinary efforts of economy, and extraordinary instances of good conduct. Friendly societies, excellent as they are in their way, do not in every respect appear to be calculated for this intended effect; advantages are held out which cannot always be realized, but in simple parish banks there can be no objection of this sort.'"

Mr. Duncan met with little response to his appeals from the gentlemen of the neighborhood, but resolved to make the attempt single-handed. The difficulties were greatly increased by the circumstances in which this particular parish was placed. Few parishes presented so many obstacles to the progress of a scheme of this kind. Almost every adult member of the parish belonged to some friendly society, and many found it extremely difficult to fulfil their engagements to the established societies. Again, there were few, if any, resident heritors or proprietors of the land to whom Mr. Duncan could look for any difficulty that might arise, or to whom he could look for any assistance of a pecuniary kind. Nevertheless, he resolved to commence. He had arrived at that experience of human kind which made him understand that, in even the poorest family, "there are odds and ends of income which are only too likely to get frittered away in thoughtless extravagance."

Could he but induce the mass of the people to comprehend the value of the savings which might, by a reasonable economy, be gathered from this source alone, and could he succeed in supplying the means of turning those savings to account, affording them at the same time the prospect of a fair rate of interest, not from charity, but from the resources of trade, he was confident the hopes he cherished would be realized. The scheme was started in May, 1810, and savings to the amount of one hundred and fifty-one pounds were deposited under the stipulated conditions during the first year. In the two succeeding years they rose to one hundred and seventy-six pounds, two hundred and forty-one pounds, and in 1814 to nine hundred and twenty-two pounds.

This successful experiment led to many others. The first large savings bank set up in Scotland was in Glasgow, chiefly through the influence and under the guidance of James Ewing, a merchant. In the Edinburg Savings Bank Sir William Forbes, the great banker of Edinburg, took an important part. This bank had one peculiarity, afterwards accepted by most of the Scotch banks. When the deposits of any one person amounted to ten pounds (the minimum sum received by an ordinary bank), he was presented with an interest-note upon any banking firm he chose to name for the amount. Henceforth he held an account with the bank in question, receiving a higher rate of interest, and a strengthened security for his money. The savings bank, however—and this is noteworthy—was still open to him as a bank for his small accumulations, as before, and until they again amounted to the sum of ten pounds. The Edinburgh Bank, thus restricted to such small sums and simple operations, was able to get through its work with little trouble and a minimum of expense.

In 1817 the first savings banks bill was passed through Parliament, and in ten years from the date of their legal formation the deposits in savings banks amounted to upwards of sixteen millions sterling, and the sum had been contributed by four hundred thousand persons.

Commercial Intelligence.

CRESCENT OFFICE, No. 34 CAMP STREET, Monday Evening, July 30, 1866.

COTTON—The market opened very stiff this morning under advices via the transatlantic cable that a treaty of peace had been signed by Austria and Prussia, and small sales were effected at 16@16c. ⅌ lb. advance upon Saturday's quotations. At an early hour, however, the steamship China's advices to the 22d inst. were received, which imparted increased strength to the market, and immediately resulted in a still further advance. Sales of Cotton at Liverpool were reported at 20,000 bales on the 21st, at 4¾d. ⅌ lb. advance, the closing quotations having been 14d. @14¾d. for middling uplands. After the receipt of the steamer's news the market became quite excited, and sales were effected at fully 2c., and in some cases at 2½@3c. advance on our last quotations. The movement was soon interrupted, however, by the local excitement, which will be found reported in another column, and the sales, but for this unfortunate circumstance, would doubtless have been very heavy. As it was some 1600 bales changed hands, nevertheless, in which ten brokers participated, and the market closed unsettled and too abruptly to enable us to obtain reliable quotations, but the following will be found as accurate approximating figures as could be gleaned in the present excited state of the market and the community, viz: Ordinary 27@28c., good ordinary 31@33c., low middling 34@36c., and middling 37@38c.

STATEMENT OF COTTON.

Stock on hand Sept. 1st, 1865—Sales	83,128
Received since Saturday	662
Received previously	741,912—742,574
	825,819
Exported since Saturday	2,125
Exported previously	134,304—136,429
Stock on hand and on shipboard not cleared	89,450

The exports are exclusively for Liverpool.

SUGAR AND MOLASSES—The receipts from the coast since yesterday include 23 bbls. of Sugar and 21 bbls. of Molasses. The market still continues very dull, and there is nothing doing beyond a small retail trade, at 16@16½c., 16½c. for fair to prime, and 17@17½c. ⅌ lb. for yellow and white clarified. There is no movement in Molasses whatever, but the last sales were at 50c. ⅌ gallon for Cuba.

TOBACCO—There has been the usual inquiry to-day on account of the French government, and some 70 hhds. good leaf have been sold at previous prices. Holders are still quite firm in their prices, at 4@5c. for low refused light, 6½@8c. for fair do., 7@9c. for good do., 9@11c. for common leaf, 12@15c. for fair do., 15@17c. for good do., 17@19c. for fine do., and 20@23c. ⅌ lb for choice.

FLOUR—The market is still weak and drooping, and the stock of good grades is light. Sales today included 277 bbls., of which 100 choice extra at $13 50, 100 good do. at $12, 100 do at $10 75, 500 do. at $10 50, 100 superfine at $8 75, 75 do. at $8 65, and 200 do at $8.50 ⅌ bbl.

CORN—Is in light supply and quiet, and prices are looking down. There were sales to-day of 2000 sacks, in lots as follows, viz: 1000 and 120 white at $1 10, 200 yellow at 90c., 250 mixed and yellow at 88c., 200 mixed and yellow at 87½c., and 1000 and 150 do. at 86c. ⅌ bushel.

OATS—We have no change to note in this article, and prices remain firm. There were to-day sales of 1100 sacks in lots at 53c. ⅌ bushel.

BRAN—Is quiet and prices are steady. Sales today include 550 sacks at $1 12½, and 150 ordinary at $1 10 ⅌ 100 lbs.

HAY—Is quiet and prices are drooping. We have no sales of any magnitude to report to-day, but quote it at $15@16 for St. Louis, and $23@23 50 for prime Ohio river.

PORK—Remains quiet but firm at $34 50@$35 ⅌ bbl. Dealers are supplying their customers at $35 ⅌ bbl.

BACON—Continues in fair retail demand and prices are firm with an upward tendency. There were sales to-day of 20 casks clear sides at 22½c., 10 casks shoulders at 17½c., and 12 tierces sugar-cured hams on private terms. We now quote, in a jobbing way, Shoulders at 18c., Ribbed Sides at 21½c., Clear Ribbed 22c., Clear Sides 22½@23c., and sugar-cured Hams 25½c.; fancy brands are selling at 26c. ⅌ lb.

LARD—Still continues dull at 22@23½c. for prime in tierces, and 25c. ⅌ lb in kegs.

WHISKY—Has been dull, and only a very small retail trade has been done at $2 33 ⅌ gallon. It is held in round lots at $2 32 for good rectified.

INDIA BAGGING—Is still in active retail demand, and prices continue firm with an upward tendency. There were sales on Saturday, not previously reported, of 100 bales at 30c., making a total of sales for that day of 383 bales. Dealers are now furnishing the demand for the country at 33½c. ⅌ yard in rolls and 35½c. in bales.

BALE ROPE—Remains unchanged, with a fair retail demand at 18½c. ⅌ lb. Round lots are quoted at 18c. ⅌ lb.

GUNNY BAGS—Are in limited supply and demand at 27c. apiece.

SEAM OANDLES—Are in fair retail demand at 20c. for 12 oz., 20½c. for 13 oz., 22c. for 14 oz., and 25@26c. ⅌ lb. for full weight.

HIDES—Are scarce, with a fair demand, while prices are firm at 9c. for green, 10c. for kip skins, and 12@13c. ⅌ lb. for dry.

BUTTER AND CHEESE—Good Western Butter is in better demand, at 50@55c., ordinary do. is selling at 25@28c. ⅌ lb.; Goshen is in good supply, but dull at 45@45c. ⅌ lb. Western Cheese is dull at 15@18c. and English dairy lots at 25@28c. ⅌ lb.

SALT—Is selling at $1 95@$2 for Liverpool fine, and $1 85@$1 90 for coarse, in retail lots. It is quoted by the cargo at $1 65 ⅌ bushel.

SUNDRIES—Eggs are scarce and selling at $22@23 ⅌ bbl, and $20@$22 ⅌ box. New Potatoes at $3@3 40 ⅌ bbl. New Onions at $2 25, $2 50@$3. Apples at $3@4 ⅌ bbl. Beans, common, at $2@3, choice at $3@7 50 ⅌ bbl. Chickens, at $10@11 ⅌ doz. Geese, at $8@10 ⅌ doz., and Turkeys at $25@30 ⅌ doz.

WOOL—Is in fair supply, but with little or no demand, whatever. It is selling at 14@17c. for Berry, 18@22c. for inferior and 23@25c. ⅌ lb. for clean.

NAVAL STORES—Rosin, is selling at $2 50 for common, $4 50 for No. 2, and $7 50 for No. 1. Tar at $2 50 ⅌ bbl. Pitch at $3 ⅌ bbl. Spirits of Turpentine at 65@68c. ⅌ gallon.

COFFEE—Is in limited supply and fair demand. Dealers are furnishing the demand for the country at 27@27½c. ⅌ lb. in currency for low fair to fair Rio.

FREIGHTS—The Liverpool and New Orleans steamship line having resumed business after a temporary suspension, the Florida is now ready to receive freight at ¾d. ⅌ lb. for Cotton to Liverpool. Rates by sail to Liverpool are, ⅝@¾-16d., and to Havre ⅛c. ⅌ lb. for Cotton. The rate by steam to New York and Boston is 1@1¼c. ⅌ lb. for Cotton, and 75c. ⅌ bbl. for Flour; and by sail ⅜@⅝-16c. ⅌ lb. for Cotton, and 45c. ⅌ bbl. for Flour.

FOREIGN MARKETS BY THE SCOTIA—*London Money Market.*—The weekly statement of the Bank of England shows a decrease in the bullion of £863,475, and in the reserve of notes, £241,115. This movement is partially accounted for by the payment of the dividends on the government securities.

The bank rate of discount remains at 10 ⅌ cent.

In the discount market there was a continued abatement of the late pressure. Good bills were done at 9 to 9½ ⅌ cent. Consols on the 13th were dull, and left off at 87¼ to 87⅜ for money.

American Securities.—Baring Brothers' circular reports a considerable business in five-twenties and 6-20s, the closing rates being 67½ to 67¾, and 69½ to 69¾, respectively.

LIVERPOOL, July 14, A. M.—Cotton—The Brokers' Circular says: The cotton market on Friday was active, upon the prospect of peace upon the continent, and a large business was done at advancing prices. On Saturday, when the foreign advices were considered less satisfactory, the market became dull. On Monday the demand revived, and has subsequently continued good, but holders offer their stocks freely, and the market generally closes with some degree of heaviness. American continues in good request, and after frequent fluctuations closes at last week's rates. Sea Island in active request and slightly dearer. Egyptian 16@2d ⅌ lb dearer, from scarcity. Other descriptions irregular. Sales for the week 98,070 bales, including 10,370 bales on speculation, and 23,180 on export. The official quotations are:

	Tue.	Middling
New Orleans	14d.	14¼d.
Mobile	13¾d.	14¼d.
Uplands	13d.	14d.

Yesterday (Friday) the sales were only 8000 bales, 3000 for speculation and export. The market closed flat, and prices generally were ¼d. @½d. below the above quotations. Stock on hand, 923,130 bales, including 511,750 bales of American. At sea, from India, 589,000.

Trade at Manchester.—The market yesterday was quiet and the tendency of prices was rather downward, especially for shirtings.

Breadstuffs.—The weather is hot and favorable for the crops. Messrs. Richardson, Spence & Co. and Henry Jessup & Son report: Flour generally held for 1s. per sack advance, and business checked thereby. Wheat firmer, and 3d. per cental. Spring, 10s. 6d.@11s; Corn 6d. dearer on the week, the recent heavy arrivals having been cleared off. Mixed American, 27s. 6d.@28s.

Provisions.—Messrs. Egland, Athya & Co., Woodall & Co., and others report: Beef nominally unchanged, but to effect sales a considerable reduction would have to be made. Pork quiet but steady for Eastern, while Western is 2s. 6d. easier. Bacon dull and generally 1s.@2s. lower. Lard dull and nominal. Cheese 2s. ⅌ cwt. lower. Butter inactive.

Produce.—The Brokers' Circular reports: Sugar quiet but steady. Coffee in limited demand; Rio, 58s. Rice inactive at last week's rates. Rosin flat—American 4s.@6s. 3d. Spirits of Turpentine very heavy—French, 40s. Petroleum in limited demand; refined, 1s. 10½d.@1s. 11d. ⅌ gallon; spirit, 8d.@9½d.

London Markets.—Messrs. Baring Bros. & Co. report: Wheat very quiet, and the recent advance nearly lost—white American 55@58s.; red 50@54s. Flour 24@28s. Hardly any American Wheat or Flour offering. Iron quiet—bars and rails £6; Scotch pig 52s. 6d. Sugar steady. Coffee advanced 2s., but this was subsequently lost. Tea unchanged. Rice rather easier. Spirits of Turpentine 42s. for American to arrive. Petroleum 1s. 11d. for refined.

LIVERPOOL, Saturday Evening, July 14—*Cotton.*—Sales to-day only 7000 bales, including 1000 bales to speculators and exporters. The market is dull, with but little inquiry, and prices weak and decline of ¼d. ⅌ lb. Middling uplands are quoted about 14¼d.

Breadstuffs.—The market is steady. Corn is easier.

LONDON, Saturday Evening, July 14.—Consols close at 87⅝@87¾ for money.

American Securities.—United States five twenties 67½@68¾.

Cattle Market.

JEFFERSON CITY, July 31, 1866.

Arrived yesterday—35 Texas Beeves and 250 Calves and Yearlings. Sold—230 Texas Beeves, 47 Calves and Yearlings, and 36 Hogs. Stock on sale—1216 Texas Beeves, 740 Calves and Yearlings, 99 Hogs, 5246 Sheep and 23 Milch Cows.

Western Beeves, choice, ⅌ lb net	— @ —
Western Beeves, 2d quality, ⅌ lb net	— @ —
Texas Beeves, choice, ⅌ head	55 00@ 60 00
Texas Cattle, 2d quality, ⅌ head	30 00@ 35 00
Texas Cattle, 3d quality, ⅌ head	20 00@ 25 00
Hogs, ⅌ lb gross	— @ 13
Stock Hogs, ⅌ lb gross	— @ —
Sheep, ⅌ head	3 25@ 4 25
Creole Sheep, ⅌ head	— @ —
Texas Sheep, ⅌ head	3 25@ 4 25
Cheap Sheep, ⅌ head	6 00@ 8 00
Milch Cows, choice, ⅌ head	80 00@100 00
Milch Cows, ⅌ head	50 00@ 80 00
Yearlings, ⅌ head	15 00@ 14 00
Calves, ⅌ head	7 50@ 10 00

River Intelligence.

CRESCENT OFFICE, No. 34 CAMP STREET, Tuesday Morning, July 31, 1866.

Yesterday was as hot as any one could wish it. Business on the levee came to a stand still at an early hour in the morning, as the negroes would not work. They wanted to go and attend to the convention of the radicals that was to have taken place.

There was not a departure yesterday.

The T. D. Hine and Annie Wagley, that were announced for departure, were unable to leave, on account of not having their freight sent down to them that was engaged. The Hine leaves positively this evening, and the Wagley to-morrow at 10, A. M.

We return our thanks for favors to the officers of steamers Grey Eagle, Alabama and Starlight. The Grey Eagle leaves again this evening, and the Alabama and Starlight to-morrow evening.

CAIRO, July 27.—The weather is decidedly hot, and the river has no inducement to rise. True, a sudden swell in the Minnesota and Wisconsin, of some few inches, was reported, but it was like yesterday's shower. Now, in the Illinois there was a "buster." The Big Blue, grown very angry and bolsterous from astonishingly heavy rains, burst across the Illinois, carrying to the bosoms of that quiet stream, whole acres of corn, and butting the opposite bank hard enough to knock it down. Trees were lodged in the channel, which will have to be removed. "Low water to Cairo" is beginning to be heard now at St. Louis, for the river is falling there.

A spirited contest took place last Saturday evening, between the New Belle, the Geo. Anderson and the Arthur. The boats left Cairo in the order named, only the Belle was further ahead than the Arthur behind. The greater part of the distance had been traversed before the Arthur was side by side with the Anderson, and only passed Columbus a-piece was rounding to be tied. The Belle Memphis had already arrived, but had rather lost a minute or two with both the other boats.

LOUISVILLE, July 28.—The river was rising slowly yesterday, with three feet nine inches water in the canal in the evening, by the mark. During the previous twenty-four hours it had risen an inch at the head of the falls, and three inches at Portland. The weather continues close and sultry, with the thermometer at 88, with almost continued clouds and showers of rain in the forenoon, but clearing off in the evening. The rain was at one time very heavy.

On the falls last evening there were twenty-one or twenty-two inches water in the pass down the Indian chute, and rising. On the previous evening it was falling.

The late continued rains have had their influence upon the river, though our dispatches yesterday reported it falling at all points. If she should reach Pittsburg, another coal boat tide may be expected from that quarter. Our special dispatches in another column furnish the latest river news from all quarters. The Mississippi and all the upper tributaries are steadily receding, and business to all points dull.

CINCINNATI, July 28.—The weather yesterday was quite sultry, notwithstanding several showers of rain.

At Pittsburg, at noon yesterday, the river was falling, with 5 feet 9 inches of water in the channel, with cloudy weather, at a temperature of 80 degrees above zero. By the mark at the waterworks, the river had risen 2 feet 6 inches during the 24 hours preceding six o'clock yesterday morning, at which time there were 9 inches of water in the channel. During the remainder of the day it continued to rise at the same rate.

PITTSBURG, July 28.—The weather continues changeable. We have at this time a fine stage of water; in fact we have more water than business—the present, however, being generally considered as the dullest portion of the year. The rise in our river will be very beneficial to those of our merchants who have orders on the books for the Western markets. They will be able to forward the same to their destination with dispatch. Our papers yesterday gave the names of a fleet of towboats whose destination was the lower markets. A few other boats have left to-day.

Captain Stapler is building a new cotton packet, intended for the Southern waters. She will be named the Euchee No. 2, Captain Stapler. The hull is building at Elizabeth, and will be launched about the 10th of August. The engines are the same as those used in the first Euchee. The boilers and outfit will be new. Messrs. Watson & Monroe are getting up the boilers. They will be 36 inches—one extra; three in number, 36 inches in diameter, 26 feet long, double flued. She will be ready to leave for the South this fall.

Yesterday we furnished the readers of the Commercial with a pretty formidable list of coal exports, reaching in the aggregate nearly 2,500,000 bushels. Yesterday we furnish them with further departures to the extent of 772,000 bushels; this will constitute the entire fleet.

MEMPHIS, July 28.—Yesterday was another excessively hot day—in fact, the hottest of the season, we think. Business was tolerably active for a fair list of passengers, and all the stock she had room for.

The following boats were in port last night, without employment: Mollie Fellows, Fanny Gilbert, Gossamer, Dixie, Cadet, Blanton and Independence. The Blanton and Gossamer are undergoing repairs.

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

GREY EAGLE—*U. S. Mail Packet, for Vicksburg.*—This regular week y packet, with Capt. J. M. White in command, leaves to-day at 5 P. M., for her usual landings up to Vicksburg, connecting with first class packets for Memphis and Yazoo River. She has a tastefully fitted up and spacious cabin, with all the accomodations necessary to insure care and comfort to passengers. Travelers and shippers should not overlook matters of such importance. Messrs. Ayles and McVay are in the office, and will be afraid to attend to all inquiries in relation to the Grey Eagle to-day.

LADY GAY, U. S. MAIL BOAT, ATLANTIC AND MISSISSIPPI STEAMSHIP COMPANY'S LINE.—The regular, elegant and popular passenger packet, Lady Gay, Capt. John H. Burke, commander, and Mr. John A. Tatum, clerk, leaves this evening at 5 o'clock, for Memphis, Cairo, St. Louis and all way landings, making connections with the railroads for all points East and West. The Lady Gay is one of the fleetest, largest and most costly of our river packets, and has no superior in all that pertains to comfort and enjoyment. She is an ornament to this great line, and the pride of her owners. The very respectable character of her officers and the vigorous discipline known to exist on board are the pledges of safety offered by the Lady Gay.

T. D. HINE FOR JEFFERSON.—The regular passenger packet T. D. Hine, Captain J. F. Worley, commander, and Mr. George C. Hamilton, clerk, leaves for the above and intermediate landings on Red River this evening at 5 o'clock. The cabin arrangement of the Hine are of the best character, and she sets a first-rate table.

FOR THE WATERING PLACES.—The fine, fast low-pressure steamer Creole, Captain Charles Walker commanding, 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 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.

Marine Intelligence.

CRESCENT OFFICE, No. 34 CAMP STREET, Tuesday, July 31, 1866.

Cleared Yesterday.

Br ship Thos Knoop, Lubey, for Liverpool, Silkenstadt &co

Prus'n bark Nystadt, Nyberg, for Bordeaux, W R Baldendorff

Mx brig Cosmopolitan, Alcola, for Sisal and Laguna, E Camerden

Br schr Gertrude, Smith, for Vera Cruz, Master

Arrived Yesterday.

[No arrivals from sea reported.]

STEAMBOATS.

Grey Eagle, White, from Vicksburg.

Alabama, Harrison, from Shreveport.

Cornie, Lincoln, from Thibodaux.

Cornet, Goff, from St Louis, with 3 barges.

A G Brown, Quesnel, from Fort Jackson.

Live Oak, Bassett, from Fort Jackson.

Below—Coming Up.

Ship Lisbon, Curtis, 21 days from New York, to master

At Quarantine.

Schr Bella, Arnett, 16 days from Tampico, to S Fernandez &co

Schr Emma, ——, 12 days from Tampico, to I. Weese

Bark F Cushing, Rogers, from Havana, 14th inst, with 2200 hxs sugar, to J B Morison &co

Schr Columbia, Ryan, from Havana, 16th inst, to J B Morison &co—Cargo, 430 boxes sugar to J B Morison &co—99 do J R Conner

Schr Aurora, ——, from Vera Cruz

Experts Yesterday.

SISAL and LAGUNA—Mx brig Cosmopolitan—969 bbls flour 20 bbls bread 60 pkgs do 10 bxs cheese 4 tcs hams 5 bbls 12 bbls potatoes 15 bbls apples 4 do onions 10,000 feet lumber and sundries

VERA CRUZ—Br schr Gertrude—120,000 feet lumber 1 pkgs mdse

LIVERPOOL—Br ship Thos Knoop—2125 bales cotton

BORDEAUX—Prus'n bark Nystadt—30 bales of cotton 110,400 staves

Receipts of Produce Yesterday.

VICKSBURG—Steamer Grey Eagle—100 bales cotton A A Green—42 do A H Peale &co—29 do D R Carroll &co—22 Wright, Allen &co—20 do to Payne, Huntington &co—17 J R Powell—13 do to C Gallagher—11 Meyer, Deutch & Weis—11 to H L Walker—10 Clinton & Richards—10 F J Herron—8 Estlin &co—7 Jennings, M & Malone—7 W J Robson—7 J L Lee—6 Hogan & Patton—6 W S Wheeler—6 Longstreet, Owen &co—5 H T Lousdale—4 Newman & Buckingham—3 Oscar Bercier—3 do Ricks, Ball & Weatherly—2 W J Wheeless &co—2 T H & J M Allen—2 John Phelps—2 J W Champlin—2 Ober, Atwater &co—1 Hy Von Phul jr &co 1 Symons, Courtney &co—sundries to order—Total sundries to order—Total 350 bales cotton

SHREVEPORT—Steamer Alabama—20 bales of cotton Longstreet, Owen &co—12 Carroll, Hoy & co—11 Warren & Crawford—9 H Ware & Son—7 Ar Miltenberger—6 Payne, Huntington &co—5 do Smethurst—extra; three in number, 36 inches in diameter, 26 feet long, double flued. She will be ready to leave for the South this fall.

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MEMPHIS, July 28.—Yesterday was another excessively hot day—in fact, the hottest of the season, we think. Business was tolerably active for a fair list of passengers, and all the stock she had room for.

The following boats were in port last night, without employment: Mollie Fellows, Fanny Gilbert, Gossamer, Dixie, Cadet, Blanton and Independence. The Blanton and Gossamer are undergoing repairs.

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

GREY EAGLE—*U. S. Mail Packet, for Vicksburg.*—This regular week y packet, with Capt. J. M. White in command, leaves to-day at 5 P. M., for her usual landings up to Vicksburg, connecting with first class packets for Memphis and Yazoo River. She has a tastefully fitted up and spacious cabin, with all the accomodations necessary to insure care and comfort to passengers. Travelers and shippers should not overlook matters of such importance. Messrs. Ayles and McVay are in the office, and will be afraid to attend to all inquiries in relation to the Grey Eagle to-day.

LADY GAY, U. S. MAIL BOAT, ATLANTIC AND MISSISSIPPI STEAMSHIP COMPANY'S LINE.—The regular, elegant and popular passenger packet, Lady Gay, Capt. John H. Burke, commander, and Mr. John A. Tatum, clerk, leaves this evening at 5 o'clock, for Memphis, Cairo, St. Louis and all way landings, making connections with the railroads for all points East and West. The Lady Gay is one of the fleetest, largest and most costly of our river packets, and has no superior in all that pertains to comfort and enjoyment. She is an ornament to this great line, and the pride of her owners. The very respectable character of her officers and the vigorous discipline known to exist on board are the pledges of safety offered by the Lady Gay.

T. D. HINE FOR JEFFERSON.—The regular passenger packet T. D. Hine, Captain J. F. Worley, commander, and Mr. George C. Hamilton, clerk, leaves for the above and intermediate landings on Red River this evening at 5 o'clock. The cabin arrangement of the Hine are of the best character, and she sets a first-rate table.

FOR THE WATERING PLACES.—The fine, fast low-pressure steamer Creole, Captain Charles Walker commanding, 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 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.

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 hence to St. Petersburg, Moscow, Riga, Hamburg, Bremen, Antwerp, Rotterdam, Gottenburg and Havre.

Steerage passenger tickets are granted here by 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

LIVERPOOL AND NEW ORLEANS DIRECT,

Sailing from LIVERPOOL and NEW ORLEANS Monthly During the Summer:

LOUISIANA.....1874 tons.....F. Jamieson, Captain.
MISSISSIPPI.....1711 tons.....J. Campbell, Captain.
FLORIDA.....1857 tons.....A. Flinn, Captain.
MISSOURI.....1954 tons.....A. Hancock, Captain.
ARKANSAS.....1896 tons.....T. Barron, Captain.
ALABAMA.....1879 tons.....Wm. L. Mesney, Capt.
GAMBIA.....1951 tons.....J. Graham, Captain.
CAROLINA.....1641 tons.....J. Hainty, Captain.
BOLIVIAN.....1943 tons.....H. P. P. Concha, 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, August 4th, at 8 A. M.

FOR LIVERPOOL DIRECT—THE SPLENDID steamship Florida.

Cargo is now being received at the Company's Wharf Third District, for the above steamer, sailing punctually on SATURDAY, August 4th, at 8 o'clock A. M.

For freight or passage, apply to HUNTER, ASKEW & CO., 43 Carondelet street.

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

NEW YORK.

NEW YORK MAIL STEAMSHIP COMPANY.

STAR LINE OF STEAMSHIPS.

FOR NEW YORK DIRECT—THE NEW and splendid sidewheel steamships—

MORNING STAR.....2400 tons.....Nelson, Commander.
EVENING STAR.....2015 tons.....Delaney, Commander.
GUIDING STAR.....2095 tons.....Berry, Commander.
RISING STAR.....2030 tons.....——, Commander.

The new and first-class screw steamships

MISSISSIPPI.....2000 tons.....Farber, Commanding.
MERCHANICK.....2000 tons.....Vanderhoven, Commanding.
MARIPOSA.....1300 tons.....Quick, Commanding.
MONTEREY.....1300 tons.....Whitman, Commanding.

The new and first-class screw steamship

Mariposa, 1300 tons, ——, Commander,

Will leave the Company's Wharf, foot of Jackson Square, on SATURDAY, August 11, at 7 P. M.

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 AT REDUCED RATES.

Freight will be received at owner's warehouse on the landing, on 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.

NEW YORK, BALTIMORE, KEY WEST AND HAVANA.

To sail on SATURDAY, August 4th, at 5 o'clock P. M.

THROUGH TICKETS TO NEW YORK, $80.

FOR NEW YORK, BALTIMORE, KEY WEST AND HAVANA—The magnificent ocean steamship Liberty, BAIN, Commander,

Of the Baltimore and New Orleans Regular Line, will sail from her wharf, foot of Jackson street, Fourth District, punctually as above, carrying the United States Mails, and ticketing passengers through to New York.

For speed, safety and comfort this steamer is unsurpassed. Her cabin is spacious and her Staterooms elegantly furnished, combining all the modern improvements.

Staterooms can be secured on application at the Office of the Agents.

No freight received after 12 o'clock on day of sailing.

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

For freight or passage for Havana or Baltimore, apply to WITHERSPOON & HALSEY, 29 Carondelet street.

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

CROMWELL'S NEW YORK AND NEW ORLEANS STEAMSHIP LINE.

To sail on SUNDAY, August 5th, at 5 A. M.

FOR NEW YORK DIRECT—THE FAST and regular steamship Geo. Cromwell, E. E. VAILE, 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.

To sail on TUESDAY, 31st inst., at 5 P. M.

FOR APALACHICOLA DIRECT—THE fast-sailing steamship Tappahannock, J. H. HUCKINS, Commander, Will sail positively as above, from Pier 16, First District.

For freight or passage apply to MERRITT, DUNHAM, McKINNELL & CO., 47 Carondelet street.

GALVESTON—INDIANOLA.

FOR GALVESTON, INDIANOLA AND LAVACA.

MORGAN LINE UNITED STATES MAIL STEAMSHIPS.

Leaves on WEDNESDAY, August 1, at 5 A. M.

PASSAGE TO GALVESTON.....$21
PASSAGE TO INDIANOLA.....30

Freight by this steamer to Galveston, Indianola and Lavaca at same rates, and as low as by any other steamer up for either of the above ports.

Freight for Indianola and Lavaca subject to lighterage at the expense and risk of consignee.

FOR GALVESTON, INDIANOLA and LAVACA—The low pressure side-wheel steamship I. C. Harris, WM. SCRIGHGOUR, 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.

Cow Cow received in metal packages only.

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