New Orleans Daily Crescent.

THURSDAY MORNING, AUGUST 16, 1866.

### Arrivals at the Principal Hotels.

ST. CHARLES HOTEL—E Warfield, Bolivar county, Miss; P Stockton, Tex; Thos Cook, Magnolia, Miss; A T Jacobs, H Hartzer, H Florance, E D Jordan, Lafourche; P S Quasi, Montgomery; W Stevenson, J Stevenson, Ala; A Penn, Y Servera, J Tortuna, Mexico.

ST. JAMES HOTEL—T Sims, Ark; J B Seay, J C Lanier, H Gillum, S M Montgomery, Miss; J W Green, La; T Miller, Mississippi City; J M Finney, Galveston; E Tabb, F S Cox and wife, D Schlitz, Waverly, Texas; W L Patton; P W Reynolds; Mrs C V Saddatz; F Fairfield, Jackson, Miss; T A Burke, Lake Providence.

CITY HOTEL—A L Hay and family, Shreveport; T H Boye, Galveston; Miss R McDonald, Miss; W Mullen, St Martins parish; J M Alexander, D S H Durst, Gonzales, Texas; C Poulson; E M Turner; Miss Palmer, J E Welborn, Miss; G Gasken, W Foster, Ala; J E Cannon, Mobile; R L Moore; Dr O M Long; J Fellows, J G White, La.

### Late Telegraphic Items.

THE CHOLERA IN NEW YORK AND BROOKLYN.

The official returns of the health officer for the 11th inst., show a highly gratifying decrease of cholera in this city. There were three new cases reported in New York. It is believed the cholera will not assume the form of an epidemic this summer.

The mortality report for the week will not exceed, it is believed, eight hundred deaths from all causes.

There were nine deaths from cholera during the previous twenty-four hours, at the public institutions.

There have been twenty-eight cases and eleven deaths, officially reported, in Brooklyn, since the last publication.

There is a slight increase in the number of sick on Governor's Island yesterday.

The health of the troops on David's Island is considered excellent.

DETECTIVE SQUABBLE.

The detective quarrel, which was opened a few days since by the publication of charges against the Metropolitans, still rages. Detective Golden, who turns out to have been the party charged with compounding a felony by receiving a bribe from a counterfeiter, has made an affidavit of the facts connected with his case, in which he says the money was paid to him for services rendered in the legitimate pursuit of his business as a detective.

THE CONSULAR AGENT OF THE SANDWICH ISLANDS.

Queen Emma, of the Sandwich Islands, attended a dinner party given in her honor on the evening of the 11th, at the residence of Mr. Henry Grinnell. On the 12th she attended church at Trinity. She was to leave New York for Washington on the 13th. Governor Fenton has extended an invitation to her to visit Albany on her return from Washington, which she will probably accept.

ARREST AND ESCAPE.—A fellow styling himself Tom Marshall, who has been swindling the people in this neighborhood for some time past, pretending to be a United States revenue officer, was arrested on Monday by the U. S. marshal and had a hearing before U. S. Commissioner Adam. It could not be established that he was a United States officer, and the case was dismissed for want of jurisdiction.

He was immediately re-arrested under the State laws, under warrant from Esquire Mann, and committed for obtaining money under false pretences. The constable delivered him to the sheriff and left. Mr. Shannon was in the office alone, and while engaged the prisoner took French leave, and has not since been heard of. He is of medium height, light build, thin countenance, flushed complexion, and was dressed in black clothes, with a straw hat on.—[Vicksburg Herald, 15th.

MAGIC NUMBERS.—It is curious to trace certain numbers back to their origin. Take, for instance, "twelve," or a dozen. Its use as a fractional part is not only arbitrary, but inconvenient, since "ten" answers the conditions much better. Int English divide one shilling into twelve pence, the foot into twelve inches, and so forth.

The primitive use of this number we find in heathen mythology. The Council of Jupiter, "the god of gods and men," was composed of Jupiter, Neptune, Mercury, Apollo, Mars, Vulcan, Juno, Ceres, Vesta, Minerva, Diana and Venus—six gods and six goddesses. To this assembly no other deities were admitted.

To this myth we trace many a "Council of Twelve. Even Christ chose "Twelve Apostles." The zodiac has twelve signs; the day is divided into twelve hours, giving "high twelve" and "low twelve." There were twelve tribes of Israel, and twelve gates to the new Jerusalem, described by John the Revelator. Numbers is mystery made of some very simple things. Twelve was from ancient times considered a full number, from the fact that it is divisible into halves, thirds and fourths; besides which, it is square measure the double square of twelve is six but a minor division of the square of twelve is nine, a practical convenience that is not to be found in any other number.

## New Orleans Money Market.

OBSERVER OFF ICE, NO. 94 CAMP STREET, Wednesday Evening, August 15, 1866.

The feature of the movement in financial circles to-day was a still further advance in rates of Gold, and a considerable improvement in quotations of Foreign Exchange. The Gold market opened with advancing tendency, under yesterday's closing prices at New York, which was materially enforced by advices in the early part of the day showing a continued upward tendency in the latter market. Towards the close of business, however, dispatches came to hand disclosing a reaction in the Northern market, but they had no marked effect, as the supply of cash Gold throughout was of an exceedingly restricted character, and in fact the demand for it exhibited considerable apathy on the part of buyers from the opening to the close of the market, as may be readily inferred from the limited amount of the sales, the whole of which are included in the following statement, viz: $4000 at 148¼; $2000, $3000 and $6000 at 148¾; $2000, $3000 and $6000 at 148¾; and $1000 and $2500 at 149. Sales of Silver included $400 American halves at 139; $1500 do. at 140; 1000 Mexican dollars at 150, and 4000 do. at 151. We now quote Gold at 148¾@149, and Silver at 138@140 for American coin, and 150@151 for Mexican dollars.

FOREIGN EXCHANGE—There has been a better feeling in Foreign Exchange to-day, and rates have materially advanced in sympathy with Gold. The market was well supplied throughout and the authenticated sales included £3000 Commercial Sterling at 155, £630, £700 and £750 private do. at 156, £5000, £5000 and £900 do. at 157, and £3000 Bank Sterling at 161. Sales of Francs comprised 76,000f. private at 5.32½f., and 125,000f. commercial at 5.37½f. The closing figures this evening are 160@161 for Bank Sterling, 153@155 for Clear Bills, 5.32½@350f. for Bank Francs, and 5.32½@5.37½f. for outdoor Francs.

DOMESTIC EXCHANGE—There is no variation of any kind to refer to under this heading. Outdoor offerings continue light, and the demand for remittance purposes is still of a restricted character. The purchases by banks and bankers to-day have been limited to $15,000, $25,000 and $50,000 private sight at ⅛ ⅌ cent. discount, and some small amounts short sight at corresponding figures. We still quote: par and ¼@½ ⅌ cent. discount at bank, and ¼@¾ ⅌ cent. discount on the street for sight checks on the Northern cities.

UNCURRENT NOTES AND SECURITIES—Sales of the former have been restricted to-day to $600 Louisiana State Notes at 98½c. ⅌ dollar, and operations in the latter comprised 60 shares Commercial Water Works stock at 52½, 120 do. Opelousas Railroad stock at 6½, and 100 do. Canal Bank stock at 58.

BOARD OF BROKERS—The movement at the Brokers' Board is still of a very insignificant character, and the following comprise the total operations of that body to-day:

| | |
|---|---|
| Sales of Louisiana State Notes | 1850 |
| 500 " " " | 87 |

NEW YORK EXPORTS.—The following shows the exports, (exclusive of specie,) from New York to foreign ports for the week ending August 7, and since the beginning of the year:

| | 1866. | 1865. | 1864. |
|---|---|---|---|
| For the week | $4,326,072 | $1,767,971 | $2,809,505 |
| Prev. reported | 113,09[illegible],724 | 90,402,363 | 119,407,413 |
| Since Jan. 1 | $121,365,796 | $92,170,334 | $122,216,918 |

The New York Tribune, of the 11th, says:

As the season advances there is every reason to anticipate an active demand for money in full legal rates, and something more, from borrowers, not first class. The movement of the crops never fails to cause increased activity in money, and higher prices for its use, and these are reasons why the autumn of 1866 will see the demand more active than usual.

In the first place, the national banking system is not capable of expansion in the way of currency, as was the practice of the old State banks upon an emergency, and an increased amount of business must be done this autumn upon a fixed if not a decreasing amount of circulating money. The currency for the future is to decrease from two causes. The first is the retirement of the old State notes, now heavily taxed, and again by the retirement of legal-tenders by Secretary McCulloch. The contraction from both causes cannot be certainly under $50,000,000, and this at a season when, under the old system, expansion of currency was the invariable practice. It is reasonable to suppose that the crops to be moved in the next six months will require all the currency allowed to exist under the national system, and that there is to be a brisk competition for money at better rates."

The aspect of financial affairs in England is not favorably regarded in New York. The Herald of Thursday says:

The fact that the Bank of England rate of discount being maintained at 10 per cent., while prices on the stock exchange are still oppressed, is a sign that monetary affairs in the United Kingdom are not yet adjusted on a satisfactory basis, and the recent failure of the Preston Bank, among others, shows that the full effect of the late panic has not yet been experienced. Rotten financial timbers still exist, and one by one they are falling or revealing their weakness.

The managers of the Bank of England are shrewd enough to perceive the insecurity of the situation, and they therefore remain passive under the protection of the latter of Messrs. Russell and Gladstone, virtually suspending the bank charter. This of course indicates their own distrust, and inspires a somewhat corresponding degree of distrust, both in Great Britain and Continental Europe. The uncertainties attending the war prospect in Europe, and the reform agitation in England, contribute to a continuance of this depression and lack of confidence, and hence the absence of that tendency toward recovery from a long continued decline which would have manifested itself under more favorable circumstances.

The Times of the same date remarks:

The private letters and later telegrams from London are said to be unfavorable to the restoration of financial confidence and moderate rates of discount at the Bank of England. The governor and directors of the bank have proved themselves wholly unequal to the recent crisis; and besides failing to relieve their own money market, the policy which they have pursued has greatly impaired the credit of the banks on the continent, and absolutely destroyed the prestige of London as a financial center. During the recent German and Italian complications, the vast amount of private capital frightened from its customary channels of employment by the political and military troubles has for the greater part sought a resting place in Paris instead of London. In all similar exigencies heretofore the English metropolis was recognized as the ark of financial safety.

The change in the present instance was wrought by the London panic of the 11th and 12th of May, and the miserable failure of the Bank of England to restore confidence after the government had granted the bank license to do so. The pregnant fact, succeeding this panic, that interest was kept up to full ten per cent. in London, while it was easy at four per cent. in Paris, turned the continental exchanges in favor of the latter, and gave it the preference as the place of real security for money pending the war in Germany. The true significance of the private telegrams of Saturday and Monday last of continued financial and commercial trouble in London and Liverpool, we have no present key to. We presume the reference is more to local or East India interests than to American.

The letters from Frankfort-on-the Main represent the exactions and oppression of the Prussian military authorities as severe beyond precedent since the retreat of Marshal Davoust to Hamburg, during the wars of Napoleon. The preliminary contribution levied upon the city before the entry of the Prussian army was 6,000,000 florins, about $2,400,000. The subsequent demand was 25,000,000 florins, equal to $10,000,000, and the city authorities and eminent bankers and merchants, and other wealthy (or supposed to be wealthy) citizens, were treated with the utmost rigor, and in many instances imprisoned until the money should be forthcoming. But we are led to infer that this extreme attempt at oppression failed of its intended result by reason of the firmness of some of the leading bankers, and of government intercession from Berlin with the measures of the military satrap.

## Commercial Intelligence.

OBSERVER OFFICE, NO. 94 CAMP STREET, Wednesday Evening, August 15, 1866.

COTTON—The market opened this morning with a good inquiry, which steadily improved as the day advanced, and resulted in aggregate sales of 4500 bales. The movement was for the most part restricted to good ordinary and low middling grades, offerings of which were light in the early part of the day, but as buyers manifested an unusual eagerness to purchase, and a willingness to pay higher rates than they have been offering for some days past, factors uncovered new lists and for a time the competition among Brokers was quite spirited, as may be inferred from the fact that the operations of the day have been participated in by 13 of the latter. The ordinary and middling classifications appeared to have been wholly ignored to-day, but while the supply of the former is ample, there are no offerings of any magnitude of the latter upon the market. We, therefore, quote the ruling figures this evening as follows, viz: Ordinary, 25@27c.; good ordinary, 29@30c. low middling, 32@33c.; and middling, —. The cause of the increased demand to-day is variously attributed to private advices from Europe, still further discouraging accounts of the growing crop, and to the improvement in Gold and Foreign Exchange. The purchases were for England, France, Spain and the Eastern States.

STATEMENT OF COTTON.

| | |
|---|---|
| Stock on hand Sept. 1st, 1865—bales | 83,239 |
| Received since yesterday | 108 |
| Received previously | 746,023—746,131 |
| | 829,370 |
| Exported since yesterday | — |
| Exported previously | 749,905—749,905 |
| Stock on hand and on shipboard not cleared | 79,465 |

SUGAR AND MOLASSES—There have been no receipts from the coast since yesterday. The market is very dull, and only a very few small sales were made, at 16, 16¼@16½ for fair to prime, and 17@17½c. ⅌ lb. for yellow and white clarified. There were, however, sales to-day of 500 bbls. of Cuba Sugar on private terms, and 10 hhds. of yellow clarified Louisiana Sugar at 16½c. ⅌ lb. There has been nothing doing in Molasses whatever, but it is selling at 58@57c. for small lots, and 52½@53c. by the cargo.

TOBACCO—Buyers for foreign and private account were looking around, and there were sales of 216 hhds. of lugs at 4½ and 9 hhds. do. on private terms. Holders are now quite firm in their prices at 4@5c. for low refused, light, 6¼@6½ for heavy do., 7@8c. for good do., 9@11c. for common leaf, 13@18c. for fair do., 15@17c. for good do, 17@19c. for fine do., and 20@22c. ⅌ lb. for choice selections. Yesterday, not previously reported, there were sales of 21 hhds. of leaf on private terms, and 19 hhds. of common leaf at 8½c. ⅌ lb.

FLOUR—The market to-day has been quiet, and superfine in some instances have again advanced 12½c. ⅌ bbl. The sales include 1400 bbls., of which 50 choice family at $15 50, 90 choice extra at $13 50, 200 do. on private terms, 80 do. at $13 25, 100 good extra at $12 25, 160 do. at $11, 160 do. at $10 55, 200 do. $10 25, 100 superfine at $9 12½, 100, 100 and 90 do. at $9 ⅌ bbl.

CORN—There has been but very little doing in this article, but prices remain unchanged. Sales comprise 5000 sacks, in lots as follows, viz: 200 white at 95c., 150 do. at 94c., 2000 and 300 do. at 92½c., 500 white mixed at 92½c., 115 do. in bad order at 85c., 200 yellow at 80c., 300 yellow mixed at 78c., 1000 and 100 do. at 77½c., and 300 ordinary do. at 75c. ⅌ bushel.

OATS—Continue very quiet and unchanged. Sales comprise 100 sacks at 52c., 700 and 200 at 50c. ⅌ bushel.

BEAR—We have no sales to report to-day. We however quote it at $1 07½@1 10 ⅌ 100 lbs.

HAY—Is still very dull, and nothing but a retail trade is doing at $25 ⅌ ton. Sales to-day are confined to 100 bales at the above quotation.

PORK—Sales to-day include 200 bbls., in lots, at $35 75, and 100 at $35 75 ⅌ bbl. The same figure was afterwards offered and refused for a lot of 500 bbls., and $36 asked. Dealers are readily obtaining $36 ⅌ bbl. for jobbing lots.

BACON—Continues in active demand, and prices are very firm, with an upward tendency. There were sales to-day of 50 cases of Shoulders at 19c., and 10 casks of sugar-cured Hams at 22½c. ⅌ lb. Dealers are retailing at 19c. for Shoulders, 21½c. for ribbed Sides, 22½c. for clear ribbed, and 23½c. for clear Sides. Sugar-cured Hams are dull at 20½c. ⅌ lb.

LARD—Is quiet and unchanged at 22½c. for prime in tierces, and 24c. for kegs.

WHISKEY—Is in moderate retail demand, at $1 80@1 90 ⅌ gallon for ordinary, and $2@2 02½ ⅌ gallon for choice brands of Western rectified.

There were sales to-day of 20 bbls. Western at $2 20 ⅌ gallon.

INDIA BAGGING—Is in very active demand, and prices remain firm and unchanged. There were sales to-day of 50 bales at 29½c. and 35 bales at 40c. ⅌ yard. Dealers are supplying the demand for the country at 38c. ⅌ yard in rolls, and 40c. ⅌ yard in bales.

GUNNY BAGS—There were sales to-day of 100 bales at 28c. apiece, an advance of ½c. since our last.

BALE ROPE—Is in moderate retail demand at previous prices. There have been no sales to-day of any magnitude, but we continue to quote 18½c. for large lots, and 19c. ⅌ lb for retail lots.

BUTTER AND CHEESE—Butter is in fair supply, but dull, at 25@35c. for Western, and 43@45c. ⅌ lb for Northern Cheese, at 15@18c. for Western, and 21c. ⅌ lb for English dairy lots.

SALT—Has been in moderate demand at $1 85@$1 90 for coarse, and $1 95@$2 for fine from store. It is held by the cargo at $1 65 ⅌ bushel.

SUNDRIES—Eggs are selling at 50@12c. ⅌ dozen. Potatoes at $2 75@$3 ⅌ bbl., Onions at $4@$4 50 ⅌ bbl., Apples at $5@$6 50 ⅌ bbl., and chickens at $11@$12 ⅌ dozen.

WOOL—Is in fair supply but dull at 14@17c. for berry, 18@20c. for inferior, and 23@25c. for washed.

HORSES—Are scarce and dull at 80@83c. for Belgian, and 75c. ⅌ lb for American.

NAVAL STORES—Rosin is dull at $2 50 for common, $4 for No. 2, and $6@$7 50 for No. 1. Tar is selling at $2 50 ⅌ bbl. Pitch at $3 ⅌ bbl. Spirits of Turpentine at 55c. ⅌ gallon. There were sales to-day of 25 bbls. of Turpentine at 55c. ⅌ gallon, and 100 on private terms.

COFFEE—Continues in fair demand at 25½@26c. ⅌ lb for ordinary to prime Rio in currency.

FREIGHTS—The rate by steamer to Liverpool is ¾d. for cotton, at which figure the Fire Queen is now loading. Rate by sail to Liverpool is ¾d. ⅌ lb., and to Havre ½c. ⅌ lb. for cotton. By steamer to New York and Boston it is ½@¾c. ⅌ lb., and by sail ½@0-16c. ⅌ lb. for cotton. Two ships have within a few days been entered for Liverpool at our quotations.

FOREIGN CIRCULARS.—The subjoined extracts are from the latest European circulars by the Java, viz.:

[From R. A. Cord & Co's Liverpool Circular, July 26.]

The demand for cotton revived on Friday, upon the declaration of suspension of hostilities upon the continent, and in the early part of the week the business was large, particularly on Monday, accompanied by an advance in prices. Yesterday the demand was less active, and more freely met by holders, and to-day the market has been dull, with a comparatively limited business; but the quotations generally are still above the close of last week. The high rate of discount maintained by the bank continues to have a decidedly depressing influence, especially in the manufacturing districts. The sales for the week amount to 102,510 bales, of which the trade take 56,160 bales, exporters 31,530 and speculators 12,420 bales. The stock is increased this week by 4620 bales, being estimated at 882,830 bales, (880,530 American) against 322,330 bales, (320,460 American) same time last year. The authorized quotations for middling Orleans, 14¾; middling Boweds, 14; and fair Dholleras 9¼ ⅌ lb. The sales to-day are 8000 bales, with a quiet market at irregular prices.

### Cattle Market.

JEFFERSON CITY, August 16, 1866.

Arrived yesterday—662 Texas Beeves, 122 Hogs and 1746 Sheep. Sold—252 Texas Beeves, 52 Calves and Yearlings, 42 Hogs and 3 Milch Cows. Stock on sale—1290 Texas Beeves, 540 Calves and Yearlings, 171 Hogs, 3826 Sheep, 32 Milch Cows and 20 Texas Cows with Calves.

| | | |
|---|---|---|
| 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 | 12 00@ | 20 00 |
| Hogs, ⅌ lb gross | 12@ | 13 |
| Stock Hogs, ⅌ head | — @ | — |
| Sheep, in lots, ⅌ head | 3 25@ | 4 25 |
| Creole Sheep, ⅌ head | — @ | — |
| Texas Sheep, ⅌ head | 3 25@ | 4 25 |
| Choice Sheep, ⅌ head | 6 00@ | 8 00 |
| Milch Cows, choice, ⅌ head | 50 00@ | 80 00 |
| Milch Cows, ⅌ head | 30 00@ | 40 00 |
| Texas Cows with Calves | 18 00@ | 25 00 |
| Yearlings, ⅌ head | 7 00@ | 12 00 |
| Calves, ⅌ head | 4 25@ | 8 00 |

## River Intelligence.

OBSERVER OFFICE, NO. 94 CAMP STREET, Thursday Morning, August 16, 1866.

The "heated term" continues. Yesterday was an exceedingly warm day.

Business on the levee was undoubtedly dull. The arrivals and departures were few in number. The Mepham had not made her appearance up to the time of our leaving the landing. She will however be ready this morning to receive, and leaves again to-morrow for Memphis, Cairo and St. Louis.

The Nic Longworth will also be in port to-day and return to Louisville on Saturday next.

Capt. J. T. Burdeau, yesterday, purchased the low pressure steamer J. W. Hancox, sunk some days since about four miles below the city. Capt. Burdeau will at once commence to raise her. The price paid was $1100.

As we write, heavy clouds are rising, which has raised the wind, and made it extremely disagreeable on the levee, blowing the dust in all directions. We are in hopes that in our next report we may be able to say that we have had a glorious shower of rain. It is very much needed, not only to lay the dust, but to fill cisterns—of which a great many in the city have become dry.

PERSONAL.—We had the pleasure, yesterday, of meeting our old friend Capt. Ben. B. Kouns, who has just returned from a trip to the West, looking in perfect health. He informs us that he will shortly have his light draft packets Pioneer Era and Fanny Gilbert on the track to Red River.

CLIPPINGS FROM OUR EXCHANGES.

CAIRO, August 12.—The river at this point is still falling slowly. The weather was pleasant. Business dull.

LOUISVILLE, August 11.—The river was falling very slowly yesterday, with three feet 7 inches water in the canal in the evening by the mark. During the previous twenty-four hours the river had fallen about an inch at the head of the falls, and some three at Portland. The weather was clear and pleasant all day. The thermometer varying at about 80 in the shade.

On the falls last evening there were only nineteen inches of water in the pass down the Indian chute, and the river slowly receding.

At Cincinnati the river had risen a few inches from the effects of the late rains, and we think a slight raise may be expected in this quarter.

There is a rise in the upper waters of the Alleghany, which may reach Pittsburg, and let out a few of the lightcrafts that ply those waters. At present Pittsburg is inaccessible to all river crafts bigger than a skiff or a dug-out.

Business at the wharf was rather dull yesterday, with but little freight moving to or from boats in port.

MEMPHIS, Aug. 13.—During the past forty-eight hours the river here has fallen with unprecedented rapidity, considering its low condition. The bar opposite the city looms up several feet above the water's level, although on Friday last it was entirely under. All the tributaries are on the decline, and the Arkansas has scant three feet to Pine Bluff. Light draft boats still manage to reach Little Rock, but with difficulty. We have had nothing from above the Rock for several days.

White river is still in good navigable condition to Augusta, but it will be soon getting down to low water mark. The St. Francis is navigable eighty miles above its mouth, owing to the backwater from the Mississippi. Above Linden, however, there is not over two feet on the logs.

The upper rivers were all low. There is nine feet from here to Cairo, seven and a half from Cairo to St. Louis, five feet in the Missouri, three feet in the lower Illinois and twenty-two inches in the upper, four feet from St. Louis to Keokuk, and three feet above the rapids.

Copious rains having recently fallen throughout the West, it was expected navigation over the rapids would improve sufficiently to allow the regular packets to go through to St. Louis again. A boat left St. Louis a few days since for the mogulshes on the upper Missouri, but it was doubtful about reaching her destination this season. The Ohio at Louisville had come to a stand, owing to recent rains thereabouts. At Pittsburg, navigation is entirely suspended, and there was only twelve inches in the river channel. The Cumberland and Tennessee have nearly dried up, and it is now good "fly time" everywhere with the boatmen. What a fine thing it is for those who have homes in the country, where they can go to enjoy rural life and rustication. They have fine opportunities now to go there and stay for some time without danger of losing a berth by it. Several boats have experienced difficulty between here and Cairo during the past week, and the Kate Robinson is still aground on Plum Point Bar. She would be obliged to lighten over. She was not in the channel when she grounded. Boats keeping where there is the most water have, so far, met with no difficulty.

CINCINNATI, Aug. 11.—The weather yesterday was warm and sultry, the thermometer in the shade indicating a temperature of 76 degrees at 3 o'clock, in the afternoon.

At Pittsburg, at noon yesterday, the river was stationary, with 13 inches water in the channel, with clear weather, at a temperature of 76 degrees above zero. By the mark at the waterworks the river had risen one inch during the twenty-four hours preceding 6 o'clock yesterday morning, at which time there were 6 feet 8 inches of water in the channel. During the remainder of the day it fell two inches.

BURNING OF THE BOSTONA No. 3.—The Portsmouth packet Bostona No. 3 left Maysville on her regular time Wednesday evening. At 9 o'clock the mate took a coal oil lamp to light a torch, when a sheep ran against him, upsetting the lamp, and setting the boat on fire. The pilot signaled to run her ashore, but the engineers were obliged to desert their post, and she grounded on a bar about a mile below Maysville, with her bow near the Ohio shore, the wind blowing her stern up stream. Her bow was so near the bank that no lives were lost.

The Bostona was one of the finest class of steamers plying our waters. She was built at the city of Louisville in October, 1863, and has been running since that time with the greatest success, having never had an accident happen her.

She was owned by Messrs. David Gibson & Co., of this city, Capt. Pres. Ludwick, who was in charge at the time, and Mr. Moore, of Portsmouth, Ohio, and valued at $100,000. She was insured in the following offices in this city: Buckeye, Magnolia, Central, Union, Western, Commercial, Eureka, Ohio Valley, Lafayette, Beatmen's, and Hamilton County, for $5000 each, and in the Germania and City Insurance companies for $2500 each, making in all $30,000.

She was 254 feet in length, 36 feet beam, 5½ feet hold, had 4 boilers, 40 inch, 26 feet, 6 flued, 2 lever engines, 22 inch, 8 feet stroke; also 3 fire engines aboard, and a fire pipe through the hold led from the boilers. She had a full length cabin very well furnished; her boilers and machinery were new, and of the reliable order, and was a superior side wheel boat in all respects.

ST. LOUIS, August 12.—The Upper Mississippi continues to advance finely, having swollen as much as two feet at Dubuque on Thursday, and is still rising all the way down from St. Paul. The Minnesota and other tributaries are swelling sufficient to materially improve navigation.

We have St. Paul dates to the 8th, which report a very violent rain storm up the Missouri river.

The rain was very heavy and continued a long time, overflowing all the streams. The Blue Earth and LeSuer rivers are on "a regular bender," and considerable damage has been done by the washing away of bridges, fences, etc. The Minnesota has also risen rapidly, washing away two ferry boats at Lesueur and one at Faxon.

The grain, throughout a large extent of the country, has been considerably injured by being beaten down. Harvesting was progressing finely until interrupted by the storm.

The rise will doubtless insure the return of large boats to St. Paul. Navigation on the Illinois is about closed above Naples, owing to extreme low water and the presence of numerous bars. The J. B. Blackford, on her way up, had to stop at Lick creek, and send her barges up by poleing. The river is still going down. Only very light boats can run, and they will not be able to do so very long if the present weather continues.

Missouri river is cutting out so that the decline is having very little effect.

At this point the Mississippi is steadily declining, with only seven feet in the channel to Cairo, which requires the large boats to keep a sharp look out to prevent their grounding. So far, there has been no serious detention to any of the outward bound boats.

Business keeps up a lively appearance compared with the dull times of the past two weeks. Freights continue shipping briskly to New Orleans, with an increased activity in both the Memphis and Vicksburg trades. The grain receipts are quite fair, and, altogether, we concerned active in a small way. Freight rates remain unchanged, but will soon advance again if the river declines much more.

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. Captain ——— is in command, and Mr. John Otway is the efficient purser.

LADY OF THE LAKE FOR WATERING PLACES.—This fine low pressure packet, in command of Capt. Joe Walker, Mr. Sam. F. Green, clerk, leaves to-day on the arrival of the 9 A. M. train of cars, from the lake end of the Pontchartrain railroad. Agent—I. C. Harris, corner of Camp and Common streets.

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.

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

ANNIE WAGLEY FOR JEFFERSON.—This light draft packet, in command of Capt. Alex. Grant, Jr., with Capt. J. J. Compere in the office, leaves at 5 P. M. to-day for the above and all way landings. The Wagley has excellent accommodations; having been repaired and repainted and newly furnished, she now offers superior inducements to the traveling public.

SONORA FOR LAFOURCHE.—This extremely neat and very light draft passenger packet, in charge of Capt. U. D. Terrebonne, with Mr. A. P. Trousdale in the office, leaves at 10 o'clock this morning for the above. The Sonora is a complete craft and remarkably well adapted to the Lafourche trade—uniting staunchness, speed and lightness of draft with the most perfect passenger appointments.

UNA FOR RED RIVER.—Capt. R. Watson will, at 5 o'clock this evening, back out his regular and light draft passenger packet Una, for all landings on Red River up to Jefferson, Mr. Wm. Culberson, her chief clerk, will be glad to see all of his friends that may have shipments, or those who intend to travel in the direction of Red River to-day.

W. R. ARTHUR, U. S. MAIL PACKET FOR ST. LOUIS *Atlantic and Mississippi Steamship Company.*—This favorite, superior and fast passenger packet leaves this evening at 5 o'clock for Memphis, Cairo and St. Louis, connecting with all the railroads for all points East and West. She has large, airy and most elegantly furnished staterooms. We commend her to the public to-day, and we can assure that none who intend traveling up to St. Louis or way landings will fail to be pleased with the fare and treatment they will receive on the W. R. Arthur. Capt. H. G. Carson is still in command, while the ever obliging and attentive Mr. Ben. A. Congar officiates as chief clerk.

CARMIE POOTS FOR RED RIVER.—This light draft (only drawing twelve inches) passenger packet, under the command of Capt. James F. Muse, leaves positively at 12 o'clock this day, for all landings up to Shreveport and Jefferson.

## Marine Intelligence.

OBSERVER OFFICE, NO. 94 CAMP STREET, Thursday, August 16, 1866.

### Cleared Yesterday.

Steamship Harlan, Lewis, for Galveston, I C Harris

### Arrived Yesterday.

Sp brig Pablo, Davis, from Havana, in ballast, to Puig Bros—2d district 26

Sp brig Cautinera, Sola, from Havana, in ballast, to F Camerden—2d district 25

Br schr Mai, Hardenburg, from Vera Cruz, in ballast, to J Villarusia—2d district 20

### TOWBOATS.

Percy, Burdick, from the Passes—Towed down on the 10th inst, to the bar bark America, and to sea schr Elvira—Brought up from Quarantine brigs Canteana and Pablo, and schr Mai.

STEAMBOATS.

Mary, Myers, from Mobile.
Sarah, Blakesly, from Mobile.

### Below—Coming Up.

Ship Helen Clinton, Sprague, from Boston, to G A Fosdick—Cargo, 964 tons ice H McCloskey
Br bark Florence Chipman, Whalan, from Liverpool, to Ashbridge, Doean &co

### At Quarantine.

Bark Brunswick, Sylvester, from Havana, to J B Murison &co

### Spoken.

By Capt Burdick, of the towboat Perry, 30 miles off South Point, brig Jennie Cathcart, from Galveston, bound for Boston.

### Exports Yesterday.

GALVESTON—Steamship Harlan—700 bbls of flour 50 bbls whisky 100 bbls potatoes 1500 sks of corn 100 sks coffee 200 pcs bagging and sundry mdse

### Imports Yesterday.

MOBILE—Steamer Sara—11 bales of cotton to Battle, Noble &co—1 do 39 bdls rags Huntington Bros—5 bdls hides P J McGuire—4 cases lemonade J L Breese&co—2 pkgs furniture Murrin, Dulbonde & Cobb—8 bbls turpentine Maxent & Bourges—9 bbls molasses A Thompson &co—10 bales osnaburgs Meyer, Weis &co—3 do to Lehman & Godchaux—5 bales cotton Jurey & Harris—15 bales of osnaburgs Lehman, Newgass &co—2 bbls noise to Shannon, Lewis &co—sundries to order—Total 17 bales cotton

MOBILE—Steamer Mary—Sundries to order

### Consignees.

Per ship Helen Clinton, from Boston—H McCloskey—A M Holbrook—C C Sampson—G &co—G Oehlcimer—Stern Bros—Page, Peele & Moran—J Ganche—F Heer—E Lane—Kearny, Bloss &co—A Roussett—Hill & Venzie—Stark, Stauffer &co—E F Minton—W M Grant &co—Mitchell, Craig &co Levi & Navra—G A Fosdick—Vose Bros—Lewis & Neva—Rice Bros &co—Wood, Low & Ludwiggsen Bouton, Smith & Denman—F Avet & Cauthon—W P Grant &co—C Raymond—H B Castendyk—Norman & Reiss—E Roger &co—D Reibach &co—N Whitney—Russell & Hall—Adams Express—Morris McGraw—H Otis—A F Cochran—J C Morris—Mme X Gauche—W & J McCracken—J H Keep—E W Burbank—Thos T Waterman—Lee & Marvin Gates, Demerritt &co—W McCracken—order

### Receipts by Railroads.

N. O., J. & G. N. R. R.—Aug 15—15 bales of cotton J & G Cromwell—1 do Jno Williams &co—22 do J R Powell—21 Britton Moore & Bragg—2 Harvey & McMahon—21 Thornhill & Richardson—3 S H Ashy &co—5 Ellis & Chamberlin—1 M Hillar &co—45 sticks timber to Dani Robertson—14,000 feet lumber Jno P Baker—34,000 do W A Chambers—15,723 do Peter Markey—8800 do W D Weaver—5000 do T B Bodley &co—10 bxs peaches J W Crisler—1 bbl fruit Conrad Apple—3 bdls sacks Jno T Hardie &co—Total 91 bales cotton

N. O., O. & G. W. R. R.—Aug 13—11 bales moss Barnett & Lion—14 do F Knoop—2 bags of wool M Labuspiel—3000 feet lumber S Boudreau 200 head cattle and sundries to order

STEAMSHIPS.

NEW YORK.

FOR NEW YORK DIRECT.

NEW YORK MAIL STEAMSHIP COMPANY'S STAR LINE OF STEAMSHIPS.

Forming a Regular Semi-Weekly Line of Fine Ocean Steamships.

FOR NEW YORK DIRECT—THE FINE Ocean Steamships—

MORNING STAR....2500 tons....Nelson, Commander,
EVENING STAR....2400 tons....Khoop, Commander.
GUIDING STAR....2000 tons....Berry, Commander.
MISSISSIPPI....2200 tons....Skinner, Commander.
MERRIMACK....2200 tons....Vossler, Commander.
HAVANA....2000 tons....Parker, Commander.
MONTEREY....1800 tons....Whitman, Commander.
MARIPOSA....1600 tons....Quick, Commander.
MATANZAS....1500 tons....——, Commander.
MISSOURI....1500 tons....——, Commander.

The steamship

Monterey,

will leave on SATURDAY, August 18, at 7 o'clock P. M., from the Company's Wharf, in front of Jackson Square.

Freight will be received by this line upon the Company's wharf at all times during business hours, and the rates for freight and passage will be as low as by any other regular line.

For freight or passage apply to

J. M. COURTENAY, Agent,
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C. K. GARRISON, President,
10 Bare st street, New York.

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, Gothenburg 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....P. Jamison, Captain.
MISSISSIPPI....1711 tons....J. Campbell, Captain.
FLORIDA....1337 tons....A. Flinn, Captain.
MISSOURI....1964 tons....A. Hancock, Captain.
ARKANSAS....1526 tons....T. Barron, Captain.
ALAB