New Orleans Daily Crescent.

MONDAY MORNING, SEPTEMBER 3, 1866.

☞Continued from first page.☜

vere's lines and remark out and resettle the country. These are my sentiments.

WASHINGTON, Sept. 1.—Hon. O. H. Browning was installed as secretary of the interior to-day.

ROCHESTER, N. Y., Sept. 1.—The President arrived here to-day. A great multitude greeted him, with every demonstration of honor, as has been the case at Auburn, Utica, Canandaigua, Geneva and other points.

AUGUSTON Springs the sister of Stephen A. Douglas and his two sons joined the party. The President and General Grant went to the platform and bowed to Mrs. Grunger, the mother of the deceased senator, who was sitting at the door of her residence not far from the track.

At Schenectady they were welcomed by the mayor and council in an address, and the President was about to make a reply when the platform on which the party were standing gave way, and they were floored for a time. No one was hurt, however, and the President spoke as though no interruption had occurred. He made short speeches also at Fonda, Utica and other towns on the route.

On their arrival at Auburn the party were received by the mayor, when the President again spoke, and then an excursion was made to Willow Grove and Owasco Lake, where an elegant dinner was prepared. During the banquet, Gen. Grant proposed a toast to Senor Romero, the minister of Mexico, and the cause he represents.

NEW YORK, Sept. 1.—Geo. H. Briggs, the paying teller of the Nassau Bank, was arrested on a charge of embezzling $100,000, funds of the bank. He has been in the habit of frequenting and losing heavily at various gambling houses throughout the city, and on being arrested made a full confession of his guilt.

RIO JANEIRO, August 8.—The United States steamer Nyposi, at Bahia, saluted the flag of Brazil as an apology for the seizure of the Confederate vessel Florida in that port.

It is reported that a new ministry will be formed who favor a more vigorous prosecution of the war against Paraguay. The Argentine army had repulsed an assault of the Paraguayans, inflicting severe loss.

PHILADELPHIA, Sept. 1.—The delegates to the convention which meets on Monday, are arriving in large numbers and register their names at the Union League Rooms.

Among the prominent of them are ex-Attorney General Speed, of Kentucky; Gov. Fletcher, of Missouri; ex-Provisional Gov. Hamilton, of Texas; Gov. Dorman, of West Virginia; Brownlow, of Tennessee; Gov. Fairchild, of Wisconsin; Gov. Crapo, of Michigan; Senators Harris, of New York; Lane, of Indiana; and Creswell, of Maryland; Congressmen Frank Thomas, of Maryland, and Payne, of Wisconsin; and John Minor Botts, of Virginia. Speed will probably be the President's temporary chairman.

CHICAGO, Sept. 1.—The conservative peace meeting held to-day at Martinsville, Indiana, was the largest since the Douglas reception in this city, in 1860. The Democrats are confident of carrying the State by 20,000 majority.

MEMPHIS, Sept. 1.—The cholera is abating. Only seven cases are reported to-day, and sixteen deaths.

HOME, Sept. 1.—Lieutenant Colonel James Biddell, the commandant of this post, leaves today for Nashville, to consult with Gen. Thomas on the subject of quarantine.

Arrivals at the Principal Hotels.

ST. CHARLES HOTEL—F. A. Gibbs, N. O.; Ben Smith, Philadelphia; G H Hyams, N. O; W. A. Wherry, A Somerville, J. H. Dill, C G Freeman, J. E Horton, R Voigt, Mrs. Hiken, Texas; R Weightman, Washington; R. Gibbon wife and two children, Miss E Evans, H P Hopson, city.

CITY HOTEL—Gen. Joe Jones, C Maney par, W C Howers, N Y; J Joseph, Tex; D Neil, J L Compton, Galveston; W G Randall, Texas; J Symes; C L Lamb, Indianola; M T Jacobs, Shreveport; H H Watkins, Brazos Santiago; R M Lacey, Texas; Dr J R Robinson, wife and servant, E P Perrin, W C Perrin, Texas; T H Shelby, and wife, Miss Jackson; J M Briggs, city; J Paris, N Y; J J Walker, A Foley, Eldee Hill, J Rush, C S Busby, A J McGreery, D W Jones, Texas.

ST. JAMES HOTEL—R B Templeman, J W. Stare, M Stagg, Jno Doyle, W J Sommers, Jno B Watts, Texas; D P Moyne, Kys; Robt Lockett, Miss; A F French, Galveston; W Donohoe, N Y; J L Stokes and lady, Wm Scott, Texas; M Bloom, Jackson; E W Cane, Miss; T A Gills, Tenn; H Barick, Miss; W G Burton, N O; Misses Dixons, Tex; Geo Snedes, J B Johnson, Miss; H J Byrd, H Marston, Clina Westlake, I. Ehert, A Schriver, Texas.

ANOTHER BOND ROBBERY.—*Loss of $90,000 in Gold and Notes—Abstraction of Railway Securities, etc.*—Another daring robbery has been committed in this city. The precise facts of the crime has not been ascertained, but it must have been within the past eight or ten days. The facts so far as we have been enabled to gather them are as follows:

It appears that Messrs. Crocker, Wood & Co., of No. 61 South street had in their possession in the box or case, containing money, in gold and notes, to the amount of about $90,000, and also, railway and insurance securities to a considerable amount.

This money and these securities, the property of Messrs. Crocker, Wood & Co. and their friends, were put into the box, which, with its valuable contents was, as is alleged, placed for safe-keeping in the vaults of the Marine Bank in New York. In some way not yet explained these vaults were entered and the box carried off. There may have been one or more persons engaged in this robbery, which appears to have been carefully planned. One proof of this is that the box and its contents has been taken away and not yet recovered. If the box had been broken open and flung aside after being rifled, possibly a clue might have been obtained to the person or persons who became possessors of so valuable a booty. Messrs. Crocker & Co. have offered a reward of $10,000 for the recovery of the money, or pro rata for any proportion of the available securities that may be recovered.

The police have been communicated with, and it is to be hoped that they will be enabled to hunt up the robbers at once.

The officials at the Marine Bank are investigating the matter. The chief officer is not, of his own knowledge, able to say whether the box was deposited in the vault of the bank or not, and can only speak on the report of others. He appears to think there is some doubt as to whether the box was really deposited, as alleged, and that the owners of it and its contents would not, if placed on the stand, be able to swear positively that the bank had custody of the missing money and securities. At present suspicion points in a certain direction against certain parties; but nothing has yet transpired to connect any person particular with this enormous robbery. A few days may bring about further developments.—[N. Y. Herald, Aug. 31.

A book has been published in New York entitled "Wilmington During the Blockade," from which the following is an extract:

Wilmington during the blockade swarmed with foreigners, Jews and Gentiles. In fact, going down the main street or along the river, you might well imagine you were journeying from Jerusalem to Jericho. As to the falling among thieves we will make no mention. The beggars at the gangways of the newly arrived steamers were as thick as the locust in Egypt, saying "buckshees."

At every turn you "met up" as our far-heel friends say, with young Englishmen dressed like grooms and jockeys, or with a peculiar coachman-like look, coming in a foreign land, away from their mothers, to indulge their fancy for the *outre* and extravagant in dress to the utmost. These youngsters had money, made money, lived like fighting-cocks, and astonished the natives by their pranks and the way they flung the Confederate "stuff" about.

Of course they were deeply interested in the Confederate cause, and at the same time wanted cotton. The Liverpool house of Alexander Collie & Co., had quite a regiment of these youngsters in their employ. Fine looking fellows, with turned-up noses, blue eyes wide apart, and their ruddy, curly-colored mutton chop whiskers flaming in the wind, to the great admiration of their elder sisters, the handsome quadroon washerwomen, on whose mantlepieces and in whose albums were frequently to be found photographs strongly resembling the aforesaid young foreigners. They occupied a large flaring yellow house, like a military hospital, at the upper end of Market street, and which belonged to a Mr. Wright.

There these youngsters kept open house, and spent their pay and the company's money, while it lasted. There they fought cocks on Sundays, until the neighbors remonstrated and threatened prosecution. A stranger passing the house at night, and seeing it illuminated with every gas jet in, (the expense, no doubt, charged to the ship,) and hearing the sound of music, would ask if a ball was going on. Oh, no! it was only those young English midshipmen enjoying the luxury of a band of negro minstrels after dinner. They entertained any and everybody, from Beauregard and Whiting, or Lawley, the voluminous correspondent of the London Times, down to such "bonnigers" as Yrietely, or the most insufferable sponge or snob who forced his society upon them.

A SINGULAR MISTAKE.—At the time of the explosion of the General Lytle, says the Madison (Ind.) Courier, a gentleman named Schlarel, of that place, found among the dead the body, as he supposed, of his son. He took it home, the family mourned his conviction, there was great grief in the house, and finally the funeral took place, and the body was interred in the family vault. Last Saturday afternoon, to the amazement of everybody, in walked young Schlarel, alive and well. It was a case of mistaken identity. He had just arrived from the South.

Foreign Items.

A director of a gas company recently wrote to the London Times that the excessive impurity of London gas has a beneficial effect in keeping away the cholera, and that none of the workmen in the metropolitan gas works have ever died of that disease, although their duties expose them to great alternations of heat and cold, and they are notably intemperate. The director however, is directly contradicted by two different writers. Mr. Simcox Lea, incumbent at one of the churches at Bow, declares that no class of men in his neighborhood have suffered so heavily from the cholera as the class employed in the gas works, and the engineer of the Commercial Gas Company says that this company lost five workmen in the first seven days of the present attack.

At a recent meeting of the French Academy of Science, a diamond weighing about four grammes (sixty grains) was exhibited, which, in its ordinary condition, was of a whitish straw color, but upon being submitted to heat, it took a beautiful rose tint. It preserves this tint for eight or ten days, and then completely loses it, and returns precisely to its original color. This question of the color of the diamond has an important influence on its value, for while it is estimated to be worth 60,000 francs, could this rose color be made permanent its value would rise to 150,000 or 200,000 francs.

The present population of Rome is 218,701. This is an increase of 30,000 since 1861, and of 8,300 during the past year. The increase has been partly natural and partly owing to the concentration of emigrants from other parts of Italy from political motives. During the last century the greatest population of Rome was 166,944, but when Pius VI was taken away, and the Sacred College dispersed, it decreased to 147,628. On the election of Pius VII and the re-establishment of the ecclesiastical government, in 1800, the population increased to 153,004.

The minister of education in Italy reports that there are in the kingdom 260 private schools, 208 of which are elementary. There are 13,174 pupils, 9726 of whom are boarders, and 3420 dress in ecclesiastical costume. During the last five years eighty-two seminaries have been closed. The government now proposes to take all the revenues of these establishments into its own hands and reduce the number of seminaries to that of the dioceses.

A gem, eight feet long and in good preservation, bearing the date of 1642, and having on it the arms of the Salters' Company and the motto "*Sal sapit omnia.*" has been dug up in Derry, in excavating foundations for a new bank. Having been presented to the corporation of Derry by the Salters' Company previous to the siege, and probably used in the defense, it has been added to the collection of local relics.

An epidemic has appeared in Vienna, causing painful swellings on the faces of men who have used a new shaving-paste, which had been highly recommended as a "clean shave," by barber Johann Gaufler. His paste renders unnecessary the use of the razor. The paste was found to contain mainly of arsenic. Of course it was confiscated, and the aspiring barber subjected to legal penalties.

The Sunday evening lectureship of St. James's, Aldgate, in the diocese of London, has become vacant. The following are announced as the conditions: "Income, from voluntary contributions, depends entirely upon the popularity of the lecturer. Evangelical sentiments and an earnest, rousing style of preaching indispensable."

Since the cholera began in London nearly all the East End church clergy who usually take their holidays at this season of the year, together with their curates, have remained at their posts working manfully and well. Many incumbents who have not written letters in the newspapers have possibly worked the hardest.

An English paper says there is no city in the world, not even Paris, where musical performances are so continuous as in London. The old distinctions of season and recess are now, as far as music is concerned, almost obliterated; and opera or concerts are to be heard all the year round.

At the end of July there were eighteen thousand five hundred and eighty-five wounded soldiers in the Prussian hospitals, of whom five thousand, seven hundred and ninety-five were Prussians. The remaining thirteen thousand were victims of the needle gun.

A spacious reading room, with a refreshment room attached, is about to be opened in Marseilles, for the use of sailors, of whom nine thousand enter that port annually. The founder of the establishment is the chaplain of the British consulate.

Among other improvements in St. Petersburg, electric clocks, regulated from the imperial observatory at Pulkova, are to be placed in the new law courts, and the imperial library. District telegraphs are to stretch over the city in all directions.

A sum of money has been granted from the British treasury to the department of health for the purpose of conducting a special series of experiments and researches in connection with the present outbreak of cholera.

A report that the gambling establishment at Baden-Baden has been permitted to remain until 1870 is contradicted by the Baden Landes Zeitung. The establishment is to be broken up next year.

A railway is now in course of construction for the private use of the Sultan between Unkiar-Skelessi and the Sultan's summer residence at Tokat, on the Asiatic coast of the Bosphorus.

The Viceroy of Egypt has determined to abolish polygamy in his family. Henceforth the viceroys will have only one wife, and may only divorce her in case of the failure of male issue.

M. Durond Brager, the well known French painter, who was on board one of the Italian ships at the battle of Lissa, was fortunate enough to escape unharmed.

Letters have been received from Professor De Filippi and Signor Giglioli, stating that great success has attended their botanical researches in Japan.

An enterprising artist in London announces that he has painted a picture of the riots in Hyde Park, which will shortly be on view at the Pantheon.

One hundred and sixty different kinds of rifles are now in trial in the French camp at Chalons.

A foal by the race-horse Stockwell, in England, has been named the Needle-Gun.

A late tourist in Russia writes to the Friend of India, a Calcutta paper, some account of the great annual fair at Nijni, the place where the trade from the East meets the trade from the West, and where the iron of Siberia, the furs of Cathay, the silks and jewels of Persia and India, are exchanged for the industrial products of France, England and Germany. The description is graphic, and the information it gives is not too familiar to be valuable:

"In the beginning of August I arrived at Nijni. The appearance was most striking—Nijni with its Kremlin on a high table land, two mighty rivers flowing near it, and the fair held on a sandbank between those rivers, which were lined with boats of all sizes and shapes.

"I secured, with great difficulty lodgings in a hotel where the only bed was a hard leather mattress (the Russians usually take their own beds and food with them) and sallied forth on a drosky to the fair, crossing a wide bridge of boats, where the crowds were kept in capital order by mounted Cossacks, who made pretty free use of their whips. I was surprised at the full accommodation provided—splendid ranges of shops, five thousand in number, a very handsome bazaar with residence for the governor in the center, numerous restaurants, furnished with every accommodation, and constantly crowded. The warehouses for Siberian and Uralian iron stretch one-half mile along the banks of the Oka, while on the other side are immense masses of Chinese tea piled up in pyramids sewed up in skins.

"The silk of Persia and precious stones of central Asia are chiefly sold by Bokhara merchants. But I was grevously disappointed in the want of variety of Asiatic articles; with the exception of the great staples of tea, iron, cotton, silks, and furs, I saw very little Asiatic, while European articles *bijouterie* were to be seen in abundance. I saw no trace of anything Indian or of any persons in connection with India except Afghans. Central Asia is still too unsettled to allow of peaceable merchants coming with a profit to such a place as Nijni."

L'Evenement, of Paris, in its London correspondence, tells a good story of an English nobleman in connection with the Atlantic Ocean telegraph:

Upon the news of the successful laying of the cable becoming known in London, so the story runs, one of the most prominent members of the house of lords drove up to the central office of the telegraph and wanted to send a message to Newfoundland. He was politely informed that the line was not yet opened for business. His lordship, nothing daunted, said that he held a large number of shares in the company, and put down 200 guineas.

Upon this he was promised that an effort would be made to send his message through. What he sent was as follows:

"To the Telegraph Operator at Heart's Content:

"Send on the strongest electric spark your machines are capable of, but give one minute's notice beforehand."

In due time, his lordship waiting patiently some twelve hours, the spark came and my lord lit his cigar with a cigar lighter thus electrically ignited from Newfoundland, and walked off fully satisfied.

A Northern paper, speaking of Pendleton, the negro preacher who is making speeches at the North, calls him "a blooded man, descended from a good family," etc. There is no use in a Yankee trying to "talk horse," when he don't know the difference between blooded, cold-blooded, half-blooded and thoroughbred.—[Mobile Times.

The citizens of Amsterdam, N. Y., have got up certificates of good character of Dr. Dustie. Isn't it enough that the poor fellow is dead without being Amsterdamned?—[Ibid.

The amount netted by the Menken during the last theatrical season, was considerably enhanced by the economical style of her wardrobe.—[Ibid.

A NEW WAY TO PAY A DEBT.—Miss Nettie White, at Chicago, Ill., the other day, selected a pair of shoes at a store, and, taking them to her hand, went to the door, saying she wanted to show them to a friend, and would be back in a few minutes. Meantime would the obliging clerk be kind enough to keep her little satchel for her? The obliging clerk did so, but several more than a few minutes elapsed, and the young lady did not return. The little satchel was then opened, and was found empty. The clerk was indignant, for the shoes were not paid for. A few days after he met her on the street, and demanded payment. She had no money but asked it he would take her waterfall as security. He would; so she quietly detached it and gave it to him. The next day she called at the store and redeemed her hair.

How fast an army may be moved by railroad is thus calculated by a correspondent of the London Times with the Prussian army:

When the Prussians were concentrating their army for the invasion of Saxony, they found that it required one hundred trains to move a corps d'armee of thirty thousand combatants with all its train and baggage, and that it was rarely possible to dispatch more than twelve trains a day—so that it required nearly ten days for the movement of a corps.

River Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Monday Morning, Sept. 3, 1866.

Since our last issue it has been very warm with indications of rain.

Business on Saturday was better than on the previous days of the week. However some few boats were obliged to lay over on account of not receiving enough freight to justify them in leaving, especially the packets of our lower tributaries.

The John Kilgour, for St. Louis, had not finished her repairs. She is now all ready and will leave positively this evening for Memphis, Cairo and St. Louis.

We have been requested by our steamboat friends to call the attention of the proper authorities to the fact that whenever their boat's freight is put upon the levee there is a regular gang of negro thieves which infest the landing for no other purpose than robbery, and as the dues and port expense of their boats are very large, and they pay any demand that is made upon them, we think that it is nothing but just that the policemen that are on the landing should be a little more active and use more diligence than they have done for the past two months. We have noticed, in the past two or three weeks, that some our packets have been robbed of large amounts of produce, such as kegs of lard, barrels of pork and barrels of flour. We hope that we will not in future be obliged to call to notice these robberies on the landing.

THE GEN. QUITMAN.—Steam was raised on Saturday last on this magnificent steamer, and everything found to work splendidly. Too much praise cannot be bestowed upon Capt. W. B. Richardson, under whose constant care the repairs have been made on the Quitman. We will at a future day give a full account of the improvements and repairs that have been made upon this fine steamer. She will commence running to Vicksburg and the Bends on Thursday, Sept. 13th, and she will be in charge of the veteran Capt. J. M. White.

The Carrie Poole and Lady Grace did not leave on Saturday as announced, for Red River. They are receiving, and the former leaves to-day and the latter to-morrow.

The officers of the Una, which arrived yesterday, report that at Shreveport Red River had risen twenty-seven inches, but the rise was from local rains. The Una is receiving, and leaves again to-morrow evening.

The Cuba, on account of an accident, will be obliged to go on the docks. She will, however, be ready to leave for Shreveport on Wednesday next.

BOATS DUE.—The Lizzie Tate from Red River, and Grey Eagle from Vicksburg, are due. The Grey Eagle will be receiving this morning, to leave to-morrow evening. The Lizzie Tate is announced to leave on Wednesday next.

We return our thanks for favors to the officers of steamers Lafourche, Lady Gay, Una, Nina Simmes, Virginia and Lorena.

CLIPPINGS FROM OUR EXCHANGES.

SHREVEPORT, Aug. 29, 1866.—The weather for the past week has been wet and disagreeable. It commenced raining a week ago last Monday evening, and has kept it up night and day, with few intermissions, to the present time of writing. At times it poured down in torrents, rendering business of all kinds impossible. Saturday, during a heavy storm, the thermometer stood at 64 degrees—the lowest we ever saw in this city in the month of August.

Since our last report the river opposite this point has risen three feet, from the local rains. Last night, if anything, it was on the decline. If the rains have been general above here, and we have good reasons to think they have, it will not be long before it commences to rise again. Travelers report the Sulphur on the rise. We shall not lack for navigation this summer, in our opinion.

The steamer Fanny Gilbert left her moorings on Monday and went down the river a short distance for the purpose of towing up a barge. She will be in the ring in a few days.

We learn by the grapevine telegraph that John Roots and the Lizzie Hamilton have laid up at Jefferson. Sorry to hear it. In the way of items we are the loser.

RATES OF FREIGHT.—From Shreveport to New Orleans: cotton, ⅌ bale, 24; cattle, ⅌ head, 50; passage, $30. From New Orleans to Shreveport: dry, ⅌ bbl., $1; wet, ⅌ bbl., $1.50. From Shreveport or Jefferson: wet, ⅌ bbl., 75c.@$1.

MEMPHIS, August 31.—The weather yesterday was cloudy. The river rose three inches in the past twenty-four hours. The latest news from Arkansas reports twenty-eight inches in the Arkansas to Little Rock. White river is falling, with six feet to Duvall's Bluff, and four feet at Augusta. The Ohio was falling at Louisville yesterday, with four feet in the canal, and five and a half feet on the bars in the lower Ohio. The river at St. Louis and Cairo is falling, with eight feet to Cairo, and nine feet between Cairo and this point.

Business on the landing yesterday was dull, with but few arrivals and departures.

The weather was cool and cloudy, with strong indications of rain.

The steamers of the Atlantic and Mississippi Steamship Company will hereafter tow loaded barges from St. Louis to New Orleans, in order to compete with the towing business.

The Nick Longworth has been laid up until next week or another rise, the present prospects being unfavorable for successful trips on the stage of water.

CAIRO, Aug. 30.—Weather clear and warmer. Business fair.

The river declined 7 inches to-day.

The Darling had a splendid trip. She lay here eight hours, putting off Cairo and New Orleans freight.

The Mollie Able added here 600 miles for New Orleans, and left at 6 p. m.

The Lizzie Gill, fully loaded, has no Memphis freight. She will leave about midnight.

CINCINNATI, Aug. 30.—The weather yesterday was clear and mild, with the mercury at 75 degrees. At Pittsburg the river is falling, with 25 inches in the channel. Here the river has fallen 5 inches during the past twenty-four hours, with 15½ feet on the shoalest bars hence to Louisville. There is 5 feet in the canal.

ST. LOUIS, Aug. 30.—The decline in the river since yesterday is considerably less than the two previous days, but there is no doubt of a continued and steady fall for the next two or three weeks, which will doubtless cause low water in many places. The fall rains which usually occur in October is about as early as another swell can be looked for. There is at present eight feet of water to Cairo, while the channel cuts out as the river falls, so that we hardly think it will get below six feet before the rise of October.

The upper rivers are expected to suffer most from the decline of the next three weeks, they being already low, and hardly able to withstand much of a fall, without being rendered unnavigable.

The stage of water in the upper Mississippi is increasing less by degrees every day, yet boats of all draughts have thus far been able to run through with more or less difficulty. The St. Paul Pioneer of last Saturday says the river is falling, and the larger packets have a hard time to make regular trips. Kaposia bar is becoming quite bad again.

Missouri and Illinois are both receding at a rate that leaves no doubt of low water in both rivers before long.

Business begins to show some signs of revival. The cholera is rapidly disappearing, and country merchants are beginning to arrive to purchase their fall stocks. The reports from every quarter speak encouragingly of the coming fall business. The crops are good, and the grain trade from above will be unusually heavy, while there will be a fair trade South, if not a brisk one.

REVIVAL OF TRADE BELOW.—The Memphis Bulletin, of Monday, speaks encouragingly of the coming fall trade on the lower Mississippi. It says:

Most of the boats are brushing up for the coming season, and will soon be on their respective tracks as bright and clean as pewter buttons. The Die Vernon starts from Vicksburg on Tuesday, and will be in splendid condition. The Dan Able and the Die Vernon, together, will be a strong team in the Vicksburg trade.

The New Orleans line of boats will commence their regular trips on the 12th of next month, the Von Phul taking the lead. As soon as business will justify, the Des Arc and Commercial will commence in the White river trade. Arkansas will not be forgotten, this season. Crews already being selected for the various packets, while many of the idle boatmen are emerging from their summer hiding places to make engagements for the coming season, which promises to be a lively one, much like those of "Ante bellum" times.

Some brilliant chap proposes, through a card to the Cincinnati papers, that boats be made to carry a steam gauge in their cabins so as passengers can explain the cause of explosion should they happen to blast, like that would do any good.

The Ned Tracy, Capt. Wirt Ashley, arrived from retirement yesterday, and is ready to receive freight for New Orleans. The Tracy has recently been repaired and freshly painted, and is in excellent condition. Mr. Jos. Widen has charge of the office.

NINA SIMMES, EXPRESS PASSENGER PACKET FOR BAYOU SARA.—This fast and splendid passenger packet, in command of Capt. W. R. Greathouse, with Messrs. Proxler and Millerin the office, leaves at 5 p. m. to-day for the above and coast landings. Passengers for the coast will find the Simmes a most comfortable packet.

JOHN KILGOUR—*Merchants' and People's Line for St. Louis.*—This evening, at 5 o'clock, the favorite, fast and splendid St. Louis packet, John Kilgour, leaves as above. The usual arrangements of the Kilgour are of the best character, and no better boat floats on our rivers. We advise passengers to call on board and pay this steamer a visit of inspection, and we are sure that they will engage their passage before leaving. Capt. Henry Switzer is in command, and W. S. Fosdick holds the honors of the office.

COMMONWEALTH—*Merchants' and People's Line—For St. Louis.*—This large and commodious passenger packet, Captain Joseph Lloyd, commander, and Mr. W. A. Deveny in the office, is the regular packet for Cairo, St. Louis and Memphis to-day, leaving at 5 p. m., connecting with the railroads for all points East and West. Remember the Commonwealth leaves as above.

VIRGINIA FOR ST. LOUIS.—The large, superior and fast passenger packet Virginia, Capt. Wm. Pitgerald in command, and Mr. John Greenough in the office, leaves this evening at 5 o'clock for the above, connecting at Memphis and Cairo with the railroads for all points East and West. The Virginia is in every respect a first-class passenger packet, and has most popular and genial officers. We commend her and them to our friends to-day, and assure travelers that they will be well taken care of on the trip, with the only regret that they are compelled to leave so much comfort and the company of clever gentlemen.

CARRIE POOLE FOR RED RIVER.—This light draft (only drawing twelve inches) passenger packet, under the command of Capt. James P. Muse, leaves positively at 5 o'clock this day, for all landings up to Shreveport and Jefferson.

CAMELIA FOR THE WATERING PLACES.—This regular, fast and splendid low pressure packet leaves to-day from the Ponchartrain Lake end, on the arrival of the 1½ p. m. train. Capt. W. L. Cozzens is in command, and Mr. John Otway is the efficient purser.

Marine Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Monday, Sept. 3, 1866.

Cleared Saturday.

Steamship Marmion, Hazzard, for New York, D McCoard

Steamship Geo Cromwell, Vaill, for New York, A Moulton

Steamship Concordia, Sears, for Boston, Creevy, Nickerson & co

Steamship Austin, Lockwood, for Brazos Santiago, J C Harris

Steamer W R Arthur, Carson, for St Louis, Master

Bremen ship Hansa, Wicke, for Liverpool, W B Baddendorf

Bark Wetterhorn, Stinson, for Havre, Master

Br brig Dashing Wave, Otto, for Laguna, in ballast, Jos Kelley

Br brig Sir Robt Peel, Conner, for Havana, Goldenbow & Lesparre

Schr Lottie Weems, Fisk, for Mobile, E Trelegrss

Arrived Saturday.

Steamship Raleigh, Walker, from New York 22d ult, to Jas Connoly & co—2d district

TOWBOATS.

Yankee, Gats, from St Louis, with 3 barges.

STEAMBOATS.

Lafourche, Baranco, from Bayou Sara.
Hunter, Palms, from Pointe-a-la-Hache.

Arrived Yesterday.

[No arrivals from sea reported.]

STEAMBOATS.

Lorena, Robinson, from Cincinnati.
Lady Gay, Burke, from St Louis.
Una, Watson, from Shreveport.
Cornie, Lucoin, from Thibodaux.

Below—Coming Up.

Schr Empire State, Chesley, 6 days from Galveston, in ballast, to Post & Hobby

Exports Saturday.

NEW YORK—Steamship Marmion—459 bales cotton 232 hhds tobacco 1 bbl molasses 3 bales of wool and sundries

NEW YORK—Steamship George Cromwell—341 bales cotton 66 hhds tobacco 124 rolls leather 166 pkgs mdse

BOSTON—steamship Concordia—1331 bales of cotton 71 bales wool 87 bales moss 1011 hides 120 bbls flour 200 pkgs mdse

BRAZOS SANTIAGO—Steamship Austin—50 bbls flour 600 bales hay 250 sks oats 100 bbls potatoes

ST LOUIS—Steamer W R Arthur—1500 bxs of sugar

HAVRE—Bark Wetterhorn—1200 staves

LIVERPOOL—Ship Hansa—178,651 feet lumber

HAVANA—Brig Sir Robt Peel—100 bbls tallow 132 tcs lard 12 tcs hams 494 sks oats 1000 sks bran 50 empty hogsheads

MOBILE—Schr Lottie Weems—53 bbls flour 2 tcs hams 4 kegs lard 50 bbls potatoes 224 sks oats 1028 sks corn and sundries

Imports Saturday.

NEW YORK—Steamship Raleigh—Astd mdse

Receipts of Produce Saturday.

BAYOU SARA—Steamer Lafourche—11 bales 10 sks cotton and sundries to order

POINTE-A-LA-HACHE—Steamer Hunter—Sundries to order

ST LOUIS—Steamer Yankee—14,551 sks corn 3673 sks oats 3685 sks bran 4230 bbls flour

Receipts of Produce Yesterday.

CINCINNATI—Steamer Lorena—1 bxs mdse 47 tkns butter 60 bxs cheese 15 tcs hams 10 hhds bacon 99 bbls beans 100 doz brooms J I Adams & co 25 bxs cheese F Ave & Cambon—130 sheets iron Beggs, Woolley & co—1 crates earthenware 5 cks do A Bertel & co—1 csk do G M Bayly & co—1 box glassware E Benjamin—11 bxs mdse C T Buddecke—1 do A E Blackmar—2 do Branch, Crooks & co 27 pkgs mdse C L Crane—32 pkgs furniture E Bischoff—51 bdls iron Chambers & Lanting—6 bdls of iron 19 pkgs machinery W L Cushing—11 pkgs of leather 3 pkgs mdse Carroll, Hoy & co—1 bx mdse Connelly Bros—100 bbls pork E K Converse—500 do das Connoly & co—10 hhds bacon S M Barton & co—48 hhds bacon 15 coils rope Oscar Bercier—50 bxs candles 6 pkgs glassware M G Crawford—2 sks barley 100 bbls pork Cincinnati, Casey & co—50 bbls butter 15 bbls beef 42 bxs cheese 10 cks bacon 15 tcs bacon F DelBondio—12 tcs lard 10 bxs bacon 25 bxs cheese P Dwyer—59 bxs cheese 51 tkns butter 20 bbls oil 10 csks bacon 10 eighth-csks brandy 7 bbls whisky to A D Grief—7 do 100 bbls pork 50 bbls oil 10 eighth-csks brandy 20 csks bacon 10 tcs lard 100 kegs lard to Grief & Byrnes—3 pkgs earthenware Franck, Stratton & Hirsch—22 pkgs furniture Smith, Yeiser & co—3 pkgs mdse Ellis & Chamberlin—98 do Folger & co 91 pkgs glassware X Gauche—8 do J Gauche—36 do I C Harris—5 do T Berdhouse—8 bxs mdse to Jas Gonegal—6 do E J Hart & co—11 pkgs mdse Isaacson & Seixas—14 bxs mdse I C Harris—10 do G N Morison—3 do Moulor & Dumeistre—5 do to Stevens & Seymour—2 pkgs mdse Peyton & Washburn—45 do Taylor, McElroy & co—8 do to Arthur, Stone & co—90 bxs mdse J S Simonds—6 pkgs furniture J Yetter—31 do C C Sampson—7 do W S J McCracken—251 do Mitchell, Craig & co—16 do H & G Moses—15 do Levy & Englander—4 pkgs mdse 2 bbls oil C W Genella—54 tkns butter Jno A Hess 50 pkgs furniture J B Hubbard—1 pkgs machinery Hunt & Brown—1 bbl fish to J E Hyde & co—500 bbls pork Keep & Caulfield—27 pkgs furniture to D Kelham & co—2 bxs tongues 25 csks bacon to S H Kennedy & co—24 reels yarn N O Mail Line—20 tkns butter 64 bxs cheese to Jno T Moore—3 mowers 1 iron safe to J P Manico & co—100 empty bbls A Mitchell—22 pkgs leather B L Mann & co—156 bbls pork T J McMillan—30 do 270 bxs cheese 1 bxs mdse McFarlan, Straight & co—3 reels yarn McCutcheon & Hubbell—12 tcs hams 10 csks bacon J H Oglesby & co—30 tkns butter 40 bxs cheese V Pessou—1 iron safe—43 pkgs mdse 12 baskets liquors 32 bbls do 19 half-bbls do 1 qr-cask do 1 eighth do Schmidt & Ziegler—50 bxs cheese 200 bxs candles 12 tcs hams 12 kegs butter 67 tkns of butter Schneider & Zuberbier—33 bxs cheese 10 bbls vinegar Stafford & Wilson—25 reels yarn A E Slocum—39 plows Stark, Stauffer & co—20 rolls of leather T Schorr—24 do M W Smith—3 axles to J Schwartz—36 cases ale 9 Wolff—180 bbls pork to West & Nettleton—100 do Vose Bros—30 tcs hams J B Vanhorn—3 do 25 do washboards 5 tkns butter 10 kegs lard 10 bxs bacon 25 bxs cheese to Seward & Glynn—25 do 28 tkns butter G Theurer 22 csks meat Ware & Bros—44 pkgs furniture to C Raymond—sundries to order

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, 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, for adults.

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.....1857 tons.....A. Flinn, Captain.
MISSOURI.....1864 tons.....A. Hancock, Captain.
ARKANSAS.....1336 tons.....T. Barron, Captain.
ALABAMA.....1829 tons.....Wm. L. Mossey, Capt.
GAMBIA.....1061 tons.....J. Graham, Captain.
CAROLINA.....1611 tons.....J. Harby, Captain.
BOLIVIAN.....1943 tons.....H. P. P. Couche, Capt.

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

For rates of freight apply to HUNTER, ASKEW & CO., 41 Carondelet street.

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

PHILADELPHIA.

FOR PHILADELPHIA.

PHILADELPHIA AND SOUTHERN MAIL LINE

To sail on SATURDAY, 1st inst., at 6 P. M.

FOR PHILADELPHIA—THE FAVORITE and fast-sailing steamship

Star of the Union, CAPT. COOKSEY.

Will leave Pier —, —— District, punctually as above. For speed, safety and comfort, this steamer is unsurpassed. Her Cabin is large and her State rooms elegantly furnished. For freight or passage apply to CREERY, NICKERSON & CO., Corner Carondelet and Gravier streets.

GALVESTON—INDIANOLA.

FOR GALVESTON.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.

FIRST CABIN PASSAGE.....$15

To sail on MONDAY EVENING, Sept. 3d, at 5 o'clock.

FOR GALVESTON—THE NEW SPLENDID sidewheel steamship

Rapidan, W. B. EATON, commander.

Will leave her wharf, foot of St. Joseph street, as above. For freight or passage, having superior stateroom accommodations, apply to JAS. CONOLY & CO., Agents, 85 Poydras street.

FOR GALVESTON, INDIANOLA AND LAVACA.

MORGAN LINE UNITED STATES MAIL STEAMSHIPS.

Leaves on WEDNESDAY, Sept. 5th, at 4 P. M.

Freight to Galveston taken at one half of card rates. Freight for Lavaca delivered at the end of ship's tackles in Matagorda Bay.

FOR GALVESTON, INDIANOLA AND LAVACA—The low pressure sidewheel steamship

I. C. Harris, WM. SCRIMGEOUR, Commander.

Will leave as above, from the foot of St. Joseph street. For freight or passage apply to I. C. HARRIS, Agent, Corner Camp and Common streets.

These steamers, carrying the U. S. mails, leave punctually as advertised.

FOR GALVESTON.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.

To sail on THURSDAY, 6th inst., at 5 P. M.

First Cabin Passage.....$15

FOR GALVESTON—THE NEW AND SPLENDID side-