New Orleans Daily Crescent.

MONDAY MORNING, SEPTEMBER 17, 1866.

Foreign Anecdotes.

A correspondent of the New York Post says that much excitement has been felt, in connection with the Empress Eugenie's recent visit to the western department of France, at the misadventures of a certain well known physician, one of the notorieties of one of the towns visited by her:

A physician, the great man of the town of L——, is equally renowned for the extent of his scientific acquirements and the length of his beard, so much so, in fact, that the one had become to be regarded as almost part and parcel of the other. When Dr. G. became aware that the empress was expected to visit L——and that her majesty would hold a reception at the Hotel de Ville, to give the principal native, male and female, the opportunity of paying their respects, Dr. G. repaired to the abode of the first magistrate of the town, stating to that functionary his desire to be placed on the list of those who desired to be thus presented.

"In that case, my dear doctor," returned the magistrate, "I most strongly advise you to get yourself shaved for the occasion. With that enormous cataract of beard falling down to your knees, the empress will never believe that you can be a physician. She will feel certain that you are a dragoon, and may possibly be displeased at what she may consider as a practical joke, or even an attempt of a trooper to pass himself off under the respected name you bear so worthily." The doctor's beard has always been very near his heart, falling, in fact, a good way below that organ; but his heart just then was mightily set upon the presentation, and after a good deal of pro-ing and con-ing, he determined to sacrifice the unprofessional-looking "cataract."

Accordingly, divesting himself before the glass in his dressing-room, and calling all his fortitude to the aid of his resolution, he first, with the aid of a scissors, denuded his chin of its hirsute appendage, and then, with a sigh, resigned himself to the administration of a barber whom he had caused to be summoned for the purpose of consummating the sacrifice, and reducing his countenance to the fashionable smoothness imparted by the razor. This shaved, the doctor's appearance was so totally changed that his own mother would have failed to recognize him, but strong in the assurance of the magistrate that he would be admitted to the empress's presence as soon as he should have parted with his objectionable beard, Dr. G. completed his toilet, and drove to the Hotel de Ville.

On attempting to enter the building, he was stopped by the Swiss, who had known him for 20 years, but who was so utterly incredulous of his identity that neither promises nor threats could induce him to allow the doctor to cross the threshold.

"But I tell you," my good Morel, "that I am Dr. G.," urged the man of science, "and I am expected."

"And I tell you, Monsieur," retorted the porter, "that you are no more Dr. G., than I am. Dr. G. is a totally different man from you; you have not a feature like him, and he has a monstrous beard that reaches down to his waist; you must be a stranger in L——," continued the porter, eyeing him suspiciously, "to think of trying to pass yourself off for Dr. G., here in his own town, where every child in the place knows him as well as he knows himself!"

"But, Morel, I've shaved off my beard, because the empress does not like beards, and Mons. le Prefect advised me to cut it off."

"My good sir," replied the porter, "I've known Dr. G. for 8 good twenty years, and sure I am that he would scarcely part with his beard than his head!" "You are enough to make me lose my head, with a vengeance," cried the doctor, beside himself with impatience and vexation. "Here is my renard, send it in to Mons. le Sous Prefect, and tell him I desire to speak with him."

The porter, glad to transfer the responsibility of the business to a higher power, lose no time in sending in the card, and the sous prefect on receiving it ordered the doctor to be admitted to the sanctum. But the appearance of Dr. G. was so totally changed by the operation he had undergone that the sous prefect proved as incredulous as the concierge, and wished the unlucky physician a——arrival of some messenger sent off to awaited the——who had shaved him and recognized the barber.

Another sent off to his——a house to bid the valet to bring the remains——of his beard to the prefecture, the hour of audience had passed away, and the reception——over. And thus did the unfortunate doctor, according to the gossips of L——, get——shaved on the same unlucky day.

The following incident is related of Queen Victoria's recent visit to Scotland:

While in Scotland the queen was in the habit of taking a drive every morning. One day, when returning home from her drive, she overtook a poor old man, who carried a faggot on his back and appeared much fatigued.

H. M. ordered the carriage to be stopped, and, addressing the peasant, said:

"Whence came you my friend, and where are you going?"

"I come from Cromarty," replied the old man, "and am going to Dundee."

"I see you are tired," said the queen, "and your faggot seems very heavy. Place it at the back of the carriage and mount the box beside the coachman."

In this manner the old man continued his journey. Arrived at his destination, he descended from the coach-box, and gave the queen a hearty shake of the hand, saying:

"Thankee, marm." A good many stuck-up ladies would not have so helped a poor body like one. If ever I can be of use to you, do not stand upon any ceremony—John McLenan is an honest man."

He nodded to the coachmen, who, less gracious than her majesty, drew himself up and looked daggers at the old man!

Instances are not rare of persons who, without being sick, take from habit huge doses of medicine, frequently denying themselves the comforts of life in order that they may indulge an unnatural appetite. We do not know the scientific name of this mania, but the individual described in the following paragraph might be appropriately styled a "pillar of society!"

On Saturday, the 17th of May, 1817, died at Heckingham, Lincolnshire, Mr. Samuel Jessup, an opulent grazier of pill-taking memory, aged 65. He lived in a very eccentric way, as a bachelor, without known relations, and died possessed of a good fortune, notwithstanding a most immoderate craving for physic by which he was distinguished for the last twenty years of his life. Our readers will remember the curious pill and potion trial at the last assizes at Lincoln.

The deceased, Mr. Jessup, was the defendant in the action. In 21 years (from 1794 to 1815) the deceased took 228,834 pills, supplied by a respectable apothecary in Retford; which is at the rate of 10,800 pills a year, or 29 pills each day! But as the patient began with a more moderate appetite, and increased it as he proceeded, in the last five years preceding 1816 he took the pills at the rate of 78 a day, and in 1814 swallowed not less than 50,500. Notwithstanding this, and the addition of 40,000 bottles of mixture, and julep and electuaries, extending altogether to 65 closely written columns of an apothecary's bill, the deceased lived to attain the age of 65 years!

A Noble Gift.—Mr. Joseph C. Butler and Mr. Lewis Worthington, wealthy Protestant gentlemen of Cincinnati, have lately purchased the United States Marine Hospital for $70,000, and presented it in fee simple to the Sisters of Charity of that city. The building cost the government about $300,000. The conditions of the conveyance are that the institution shall be open to the poor sick without distinction of religion, language or birthplace, preference being given to women and children. Rooms will be reserved for strangers and for others who can pay, and for those who may be injured and require the services of a surgeon. The building is a fine structure, possessing all the modern improvements. Honor to the noble deed.

The Journal du Havre says:

News has just reached this place of a mysterious tragedy, the denouement of which is alone known at present. On the 5th inst. there was found in the river, off the side of the old abbey of Graville, a boat with the word "Have" on the stern, and containing two corpses; one, that of a man of about forty years of age, and the other a young woman of about twenty-six. Conjecture is at fault as to the cause of their deaths, as the bodies have not been identified, an inquiry has been instituted.

Good.—The Mobile Times says:

A valuable milker in Orange county, New York, having had a leg so badly fractured as to require amputation, her owner has had a wooden leg fitted to the stump—a new idea in acoustics. We beg pardon of the Richmond Examiner—accoustics.

The Petit Journal, the first daily paper perhaps started in Paris at the astonishingly low price of one cent (*ving centimes*), and which now circulates at something like three hundred thousand copies daily, has just offered a share and an interest in its successful speculation to as many of its contributors as choose to become holders of shares in the concern.

The performance of the needle-gun threw sewing machines into the shade when it is considered how many Austrians are mendded by means of it.

The Montgomery Advertiser estimates the population of that city at 16,000, of whom one-half are presumed to be colored, leaving a residuum of 8000 whites.

Late News by Western Papers.

Washington, Sept. 12.—At the freedmen's bureau a communication from Gen. Baird, dated New Orleans, September 6th, reports an abatement of cholera in Louisiana. He employed a number of physicians to check the spread of the epidemic. These gentlemen now return, and state that there is very little sickness in the interior, and least of all cholera.

STEEL AND IRON.

Mr. J. G. Abbott, United States consul at Sheffield, England, writes to the secretary of the treasury under date of August 27, giving detailed accounts of the proceedings of a meeting of the British association for the advancement of the arts and sciences, held on the 25th ult., which he attended and participated in. In relation to the Bessemer process for converting large masses of iron into steel, Mr. Bessemer, who was also present, stated that the iron of the United States, which he had seen, was peculiarly adapted to the manufacture of steel by his process. Mr. Abbott closes his communication by saying: "Valuable as is the invention of Mr. Bessemer, I cannot recommend it to American manufacturers unless they make use, in the process, of the very best pig iron, and that which is comparatively free from sulphur, phosphorus and other impurities."

PERSONAL.

General Baird, assistant commissioner of the freedmen's bureau for Louisiana, arrived here this evening.

INTERNAL REVENUE.

The internal revenue today was one million twenty-seven thousand and thirty dollars; for the month, to date, seven millions two hundred and twelve thousand one hundred and sixty-seven dollars.

THE GOLD IN THE TREASURY.

A considerable pressure is brought to bear upon Secretary McCulloch, in view of the accumulation of gold in the treasury, to induce him to throw a portion of it upon the market; but he is not disposed, in the absence of any public exigency requiring it, to accede to this. Gold is rapidly coming here from Europe; and this, with the unusually large receipts from California, will, it is believed, fully supply the legitimate demand, and reduce the premium as rapidly as is consistent with the public interest.

WASHINGTON SCALTEY.

The returns to the board of health at this city, indicate that it continues to be in a healthy condition as has yet been reported. During the present season but one case where symptoms of asiatic cholera were discovered has been reported to the board, and this, after examination, was found to be not a case of cholera.

THAT ECCENTRIC PERSON AGAIN.

A Washington special has the following: The treasurer of the United States received, yesterday, from a gentleman in Missouri, who withheld his name, a package of 5-20 bonds, accompanied by a communication stating that during the war he had purchased those bonds. Having no faith in the government, nor any hope of the Union being again restored, he deemed the money he had appropriated to the purchase of the bonds as lost. He had bought them, however, to encourage others to do likewise. Now that the government was re-established, and the bonds were good, he wished to present them to the United States government. Treasurer Spinner disposed of the coupons for gold, sold the bonds, and deposited the amount, $908 80, to the credit of the United States.

Galveston Items.

Our neighbor city of the Gulf has lately been visited by a heavy storm. One dwelling house was blown down.

A wine store was entered by burglars a few nights ago, and considerable havoc made among the proprietor's choice liquors. Before leaving the rogues indited a polite letter of thanks to the proprietor, which they signed "Squint-Eyed Beast Butler."

The News of the 13th, says:

Miscegenation.—A negro man accompanied by a white woman (his wife, we are informed,) promenaded Tremont street yesterday together, notwithstanding a good deal of curiosity as the Tonkaways incite in those who have time to look at such curious spectacles in the street——ens of a——man's city.

The health——for the city is pronounced by all the doctors——to be unusually good.

The formidable pile of rubbish which has for more than a year encumbered the old Tremont block, is rapidly disappearing, under the influence of a corps of corporation drays, which are engaged in hauling it to the various lately washed-out holes in the Strand.

At 7 a. m. yesterday the thermometer indicated 81 degrees, at 12 m. 86 degrees, and at 4 p. m. 82 degrees.

The Tonkaways continue to attract the attention of the curious. They are on all the streets shooting arrows at (and never missing) dimes or quarters, furnished by such as desire to see them use the bows. Of course, the target when struck becomes the property of ye aboriginee. Some of them have been about the stores and offices of the business men, and have learned to say, "give me little money."

The twenty to fifty thousand barrels of sand washed into the Gulf out of Tremont street, between the bayou bridge and the water's edge, would have been saved if the street had been shelled, and the culverts at the bridge in good repair. The earth and sand thus washed away cannot be replaced for less than a fourth of the estimated cost of the shelling.

From Siberia.—There has been a rising of Polish exiles at Irkutsk, in Siberia, but of course it was suppressed. According to the St. Petersburg journals, 1000 Polish exiles revolted at Irkutsk, and fled to the woods. An insurrection also took place at Seokum-Kaleh, in consequence of a direct levy of taxes. A Russian colonel and several officers were killed. The insurgents also set fire to the town. News to the 25th July states that the whole of the insurgents in Eastern Siberia had been captured and thirty-five of their number killed. The Russians lost only five men.

Gen. Longstreet under Tar.—A locomotive engine and tender named "Gen. Longstreet," now at the Grand Junction wharf, East Boston, ready for shipment to the rebel states, was thoroughly covered with coal tar last evening by some person or persons. The name was gilded in large letters on the engine and tender in several places, but in every place it was daubed over with coal tar. This was making treason "odorous" as well as odious.—Boston Transcript, 14th ult.

The Virginia Crops.—Advices from all sections of Virginia are to the effect that the corn crop of this year will be a beautiful one—larger than any planted for ten years. Most of the fields promise from ten to twelve barrels to the acre, and in certain localities will produce fifteen to the acre. The oat crop was extraordinarily heavy, as will also be the potato crop.

Per Contra.—A gentleman from Chattahoochee county, Georgia, says the prospects are so poor in that section that the squirrels are all perishing for want of corn.—[Mobile Tribune.

Postoffice clerks occasionally get off a funny thing. A clerk heard a tap at the window of the ladies' department, when the door could not fling but a man by the name of Duke. "Mr. Duke," said the clerk, "will you please to go to the other side, this department is for the ducks."

The Shreveport News of the 8th says:

The Houston Telegraph is informed that the cotton crop between Houston and Marshall is as fine as it has ever been; that the prospects for Texas the worm is at work, but a half crop is regarded as certain. The Telegraph counts on 200,000 bales.

Earthquake in Denmark.—A violent earthquake took place on the 12th of July, on the northern coast of Zealand, between Frederiksvark and Gilleleie, about thirty miles from Copenhagen.

River Intelligence.

Crescent Office, No. 84 Camp Street, Monday Morning, September 17, 1866.

Saturday and yesterday were a great improvement on the past week in every particular. There was no serious cause of complaint, though it would have been more pleasant if the thermometer had not risen so high. During the past forty-eight hours fragments of the last storm, or attempts at one, were to be seen floating about promiscuously over the deep blue vault, and led some to believe that another war of the elements was brewing. This we are inclined to doubt. The sky towards evening looked entirely too serene to warrant such a suspicion. We are pleased to state that the levee on Saturday presented quite an animated appearance compared with what it has been for some time past. The packets leaving had good trips.

The Cuba, Capt. W. T. Boardman, being unable to leave on account of some repairs, is now receiving and leaves this evening for Red River and way landings.

The line packet Lady Grace, Captain Sam. W. Hammond, is the regular Tuesday packet. She is now receiving, and will leave positively to-morrow for all landings on Red River. Mr. Sam. Smith presides in the office of the Lady Grace.

The great and splendid passenger packet Alabama, Capt. H. L. Lee, is again on the track. She will be at the landing to-day, ready to commence, and will leave on Wednesday for Shreveport. The Alabama has always been a favorite on Red River, and we hope to see her friends send their favors down to her in the way of freight.

Capt. Harvey C. Heth having assumed the command of the favorite Irene, will have her at the landing this morning, ready to receive freight. The Irene leaves for Jefferson and way landings on Red River on Wednesday.

The Alex. Speer is receiving, and leaves for Jefferson, Shreveport, etc., to-morrow.

New Firm.—Messrs. Celles & Gwartney having formed a copartnership for the purpose of carrying on a general steamboat agency, etc., will be glad to see all of their friends at their place of business, No. 15 Front street, at any time. The above gentlemen are well known in this community as attentive and strict business men, and as to knowing the requirements of steamboatmen, we would say try them once, and you will be sure to give them another trial.

We return our thanks for favors to the officers of steamers Lafourche, Stonewall, Maggie Hays, Nina Simmes, Una and Carrie Poole.

The Grey Eagle, from Vicksburg, and Henry Von Phul, from St. Louis, will be receiving to-day. They leave again to-morrow evening. The Von Phul will enter the trade between this city and Memphis, and will hereafter leave every other Wednesday. Her officers, Capt. J. Frank Hicks as commander, and Capt. Joe. Bauffi, her clerk, are too well known in the trade as energetic, attentive and safe steamboatmen, to need any comment from us. Our merchants would do well to send down their favors early, as she will take freight to all landings up to Memphis.

Change of Days.—For the accommodation of shippers and passengers, the steamer Alone will leave here every Mondays and Thursdays at 5 p. m. Captain W. H. King will assume command of this steamer. The Alone is in splendid order, having been overhauled and renovated expressly for the Lafourche and coast trade. Her officers are well and favorably known in the trade as gentlemen, and attentive to their duties. The Alone stands A No. 1 in the insurance offices, and she will remain in the trade during the season. Give her a bumper.

John L. Tires.—This gentleman and efficient steamboat agent will continue in the agency business at No. 3 Tchoupitoulas street. He has always given general satisfaction to his friends, and we hope to see that our steamboatmen will not fail to stand by him in the future.

CLIPPINGS FROM OUR EXCHANGES.

Cairo, Sept. 14.—The Mollie Able, white coming along up the river a short distance above Columbus, picked up a spar, on Tuesday night last, which tore away the larger portion of her after guard on the larboard side, killing and drowning fifteen head of Texas cattle, with which the guards were filled. The passengers were very much frightened, especially the ladies, for the crashing, crackling noise made by the breaking of the light pine planking on a steamer, is a sound to appal the stoutest heart unaccustomed to it, and especially at night, when the startled passenger cannot see the extent of the injury, nor know anything of the real danger. Fortunately, no human lives were lost, and the boat shid was not injured.

Cincinnati, Sept. 15.—The weather yesterday clear and pleasant during the day, and cloudy with light showers during the evening.

At Pittsburg, at noon yesterday, the river was falling, with five feet three inches of water in the channel, with cloudy weather, at a temperature of 75 degrees above zero. By the mark at the waterworks the river had risen eight inches during the twenty four hours preceding 6 o'clock yesterday morning, at which time there were ten feet eleven inches of water in the channel. During the remainder of the day it continued to rise.

The Navigator left for New Orleans, drawing five feet. She also had a large freight.

Parkersburg, Sept. 15.—The river is stationary this evening, with 4 feet 5 inches in the channel. At Oil City the Allegheny was rising——day, with 33 inches at that point. Lower down swell is expected here.

The weather is cool and pleasant. Considerable rain fell last night.

The Arabian has arrived, and the Van Buren cleared for New Orleans to-day with an excellent trip. The Yorktown is loading for St. Louis, and will leave on Saturday.

Business is only moderately active, as freights are not plenty.

Memphis, Sept. 14.—The weather yesterday was warm—more so than the day before, and business on the levee about the same as on the previous day. Considerable stir was going on around the Memphis and St. Louis Packet Company's landing, and in front of the Centralia and Hambleton's, but there were no arrivals during the day at any other points, where much was done.

The river is reported stationary at Pittsburg, with prospects of a swell. At Cincinnati the river has gone up nearly a foot, with eleven feet in the channel. At Louisville it is still rising, with five feet three inches in the canal, and three inches in the Indian chute. At St. Louis the Mississippi rose over a foot, making 9 feet 1 inch.

Business on the landing yesterday was tolerably fair for the times, but no large amount of wealth was accumulated by our river friends that we are aware of. The sun was hot, and the shady side of the packets were, as a general thing, pre-empted to a greater extent than the one which the force of old day shown down upon.

The Magenta Sold.—Capt. David White, yesterday, sold his interest in the famous steamer Magenta to Capt. Thos. P. Leathers, of New Orleans, at the rate of $98,000 for the whole; but the purchaser pays all the costs of incrcent repairs, and takes her from June 21, the time the boat laid up. This arrangement make the present valuation of her equal to $112,000. The Magenta received a good trip yesterday, and will leave for New Orleans at 12 m. to-day. She will run in the lower river trade until spring, when she will again come to St. Louis. She is said to be, without a doubt, the fastest boat now afloat on any of our Western or Southern waters. Capt. Leathers now owns the controlling interest in her, and the balance of her ownership is in New Orleans.

A New Invention.—Messrs. Colony and Fairchild, of this city, have left on our table a pocket or rubber map of the Mississippi river. It is a complete map of the Mississippi, from its mouth to its source, with the name of every town and landing, every island, the mouth of all tributaries, with a complete table of distances and other important information. This map is about two inches wide, and rolls up into a small tin box, and can be pulled out and turned back again like a carpenter's tape line. It was invented and patented by Messrs. Colony and Fairchild. It is a very useful invention, and ought to be in the hands of every traveler and business man.

The Louisville is again in commission, loading at Cairo for New Orleans.

The Louisiana, under the auspices of Capt. W. R. Hollerott, has again taken the trail, and is at the Portland wharf loading for New Orleans. During the past summer she has been thoroughly overhauled, and starts for New Orleans Saturday, on her first trip of the season.

The low pressure steamer Richmond is progressing rapidly. All the contractors are busily engaged in their various departments, and all evince a determination that the Richmond in style, finish, and comfort, shall surpass everything else on the Western waters as far as she eclipses all others in size and speed.

Mr. Henry Walton, of the firm of Walton & Bro., direct importers of chinaware, queensware, etc., started East yesterday to order the outfit of the Richmond. He has the contract from the line, and Captain Neal has given him carte blanche to make the Richmond's table ware, pantry-ware, silverware, chandeliers, etc., the most recherche that ever graced table or hotel. The whole will be of new patterns and designs expressly for the Richmond, and the silver service will have to be seen to be appreciated.—[Louisville Courier.

Cuba for Red River.—Among the other very excellent and reliable packets leaving this evening, the Cuba, Capt. W. T. Boardman commander, and Mr. A. J. Dye, clerk, desires to have her claims remembered by shippers and travelers. Her passenger accommodations are not surpassed by any, she leaves this evening at 5 o'clock.

Along for Lafourche.—This fast and superior passenger packet, in command of Captain W. H. King, with Mr. Jos. P. Wilmer in the office, leaves for the above and all coast landings at 5 o'clock this evening.

Camellia for the Watering Places.—This new, fast and splendid low pressure passenger packet leaves the lake end, on the arrival of the 12 a. m. train of cars for the above. Capt. W. L. Cozzens is in command, and Mr. John Oleary is the efficient purser.

Frances for Watering Places.—This new low pressure packet, in command of Captain Joe Walker, Mr. Samuel F. Green, clerk, leaves to-day on the arrival of the 12 a. m. train of cars, from the lake end of the Pontchartrain railroad. Apply on board, or C. Harris, corner of Camp and Common streets.

Nina Simmes, Express Passenger Packet for Bayou Sara.—This fast and splendid passenger packet, in command of Capt. W. R. Greathouse, with Messrs. Troxler and Miller in the office, leaves at 5 p. m. to-day for the above and coast landings. Passengers for the coast will find the Simmes a most comfortable packet.

Mary for Mobile.—The splendid new low pressure passenger packet Mary, Capt. A. L. Myers, commander, leaves as above from the lake end of the Pontchartrain railroad at 4 p. m. to-day. Agent—I. C. Harris, corner of Camp and Common streets.

Marine Intelligence.

Crescent Office, No. 84 Camp Street, Monday, Sept. 17, 1866.

Cleared Saturday.

Steamship St Louis, Claussen, for Boston. Creevy, Nickerson &co
Steamship Star of the Union, Cookesy, for Philadelphia. Creevy, Nickerson &co
Steamship Reindeer, Magrath, for Lavaca. G A Fosdick
Steamer Vigo, Norton, for Mobile, Master
Steamer Sarah, Blakeslee, for Mobile, Master
Steamer M E Forsyth, Euler, for St Louis, Master

Arrived Saturday.

Steamship Harlan, Lewis, from Galveston and Indianola, to T C Harris—1st district
Bark Imperatrice Charlotte, Legazion, from Vera Cruz, 6th inst, to W R Burdendorff

STEAMBOATS.

Maggie Hays, Hendrickson, from Cincinnati.
Stonewall, McKinney, from St Louis.
Alex Speer, White, from Jefferson.
Lafourche, Harance, from Bayou Sara.
Louise, Hopkins, from Mobile.

Arrived Yesterday.

Steamship Merrimac, Van Sice, from New York 8th inst, to Wm Creevy—2d district.
Steamship George Washington, Gager, from New York 8th inst, to A Moulton—1st district.
Br steamship Pizarro, Thomkam, from Matamoras, to E J Forstall & Sons—3d district

STEAMBOATS.

Una, Watson, from Shreveport.
Carrie Poole, Muse, from Jefferson.
Nina Simmes, Greathouse, from Bayou Sara.

Memoranda.

Capt Van Sice, of the steamship Merrimac, reports the steamship Gen Meade, (previously reported ashore on Carysfort Reef,) at anchor in the harbor of Key West, on the 13th inst.

Exports Saturday.

BOSTON—Steamship St Louis—1216 bales cotton 400 bbls flour 231 hides
PHILADELPHIA—Steamship Star of the Union 613 bales cotton 314 bbls flour 55 bales wool 9 do moss 27 hides and sundries
HAVANA—Steamship Reindeer—15 bbls flour 2 hhds sugar 11 bbls do 30 bbls potatoes 10 bbls cornmeal 8 bbls whisky and sundries
MOBILE—Steamer Sarah—5 bbls whisky 20 15 bbls flour 25 kegs lard 800 sks corn 100 coils rope and sundries
MOBILE—Steamer Vigo—43 bbls whisky 1 hhd sugar and sundries
ST LOUIS—Steamer Mary E Forsyth—250 tons pig iron

Imports Saturday.

INDIANOLA AND GALVESTON—Steamship Harlan—$15,000 gold to T P May—$4977 specie 5 bags mdse Francke & Dannell—4 do 1 trunk to order—1 chest 1 qr-pipe brandy Patjo, Marks &co—1 qr-pipe do A Michel—4 cases tobacco Schmidt & Ziegler—8 bbls pecans E Whiting—18 coils rope Jas Connoly &co—5 bales tobacco J Baer order to Downey & Hopkins—50 pcks sundries 20 kgs fish Burns & Cajac—sundries to order

Imports Yesterday.

NEW YORK—Steamship George Washington—Astd mdse
NEW YORK—Steamship Merrimac—Astd mdse

Consignees.

Per steamship Geo Washington, from New York. Adams Express—Ober, Atwater &co—Abraham & Goldsmith—Atlantic and Miss S S Co—T H & M Allen—F Avet & Cambon—S H Aby &co—Alexs & Schorch—Anton & Mey——T B Bodley &co—Booth &co—M Berwin——delock &co—A J Back & co—Brise & Bain——A Broussean &co—J W Burbridge &co—B L & C Blumen—Blum & Frank—D Blum, Stern & Co—Brickstock &co—Bossy & Lippman—Bo——ous, Ward &co—Brooks, Macdonald &co V T P——tchelier—F G Barriere &co—H Blaise &co F S Benedict &co—Beer & Levy—I Bowman—J J Bonnaffe—L A Pellanger—J A Blaffer &co—B Y Benjamin—A J Cornell—Blake & Tower—J Bernheim—Brockenbrocher & Brockett—F Bloom—Bell & L—G W Byrne—Saml Brooks—Bloomfield & Steel J Bracket—I H Carter—J W Champin—Carlson & Marks—Cammack & Squires—P J Christian &co Cohn & Silligman—D R Carroll &co—B E Castendsk—W L Crawford—B Campiglio—C C Carter &co—Crafts & Street—L Cahn—B & W Crosner—W F Converse jr—A Cohen—C C Garthwaite—Jno Cope—Carroll, Hoy &co—Cohn & Pinkskey—L B Coon—B Cohn—R F Dunn &co—Duncan & Baker Dreyfus Broe &co—P Durel—P Dwyer—J Dunlap N Dalslemier &co—D & W Daver—T Danziger & Son—Pancy & ——Mme Dupeys—J Derbes——Eaw &co—Jones & Eggleston—J Ezekiel—J H Ertelle—E Epstein—Geo Ellis—L Elkin—W Edwards &co—A Eustis—E Eichelberger—Friedland & B—T Fitzwilliam—G L Ferre—G A Fosdick—W Fellman—Friedman &co—Folger &co—Fairchild &co—Fatjo, Marks &co—Francke & Dannell—J A Feix—Forchemer & Baiser——Flower & Ross—Ford &co—Torain, McRea &co—Grieff & Byrnes—M Greenwood & Son—Grey Eagle—Gordon & Herrick—D Gorren—C A Green &co—Gallin & Eastebrooke—Geddes, Shakspeare &co—L Gertles—L Grunewald——Given, Watts &co—Garthwaite, Lewis & Stuart—L Guinemer—Gretner Bros—H Gillman &co—Hogan & Patton—H Allison &co—A Handeman, Peale &co—Harndon Express—E Hacker—T & S Henderson—J F Humphreys—F Humphreys—W H Hunting &co—S W Hoyt, Jos Hague—Jno T Hardie &co—Joe Heilman—Harris & Morgan—Horter, Peterson & Pentier—Haggerty Bros—H Hiller &co—Hesken & Mead &co—Hull A Bryan—V Hebert—Harris n & Dowling—J Holz P A Haber &co—Hoan & Frederickson—T L & R A Heyman—D Hurley—Holt Bro——B Hans—J M Johnson &co—P L Johnson—E Janfroid—T L & R A Johnson—C Jaubert—E M Irons &co—J King—King & Moses—J H Keep—Katz & Barnett—H Hohnerger——A Koenig—Kahn & Hermann—Kurz & Fellman—Kaufman Bros—T Keefe—J Kaiser—Knight &co—Kearny, Blois &co—Kern & Zachariae Levi & Scherer—Levi & Adler—Loeb, Simon &co Lech & Levi—M Lehman—Lacey, Terry &co—E Liberman—Lehman & Godelaux—G Lemmonier—P Lefevre—Lachs, Fabre &co—Lewis & Bell Levesich—A A Levy—Lichtenstein Bros—J Levois &co—Montague & Carlos—H B Murison &co J B Morrison &co—S C Michel—Marks & Lamstein—H McMahon &co—B O Mesritz—L Miller &co—A McDowell &co—L Meyer—J Meyer &co—J Maupay—S D Moody &co—H J Muller &co—L F Murdock—E D Moody—E S Minnich—E E Morgin—Meyer, Weis &co—M Myers—W Meary—McFarlan, Straight &co—McIntyre & Applegate—H Mulroy—North, Brush & Mason—Newman & Buckingham—National Express—J H Norton—J A Otto—Pansky & Raski—Payne, Huntington & Co—E L Pierce—B Pierce—H B Powell—A B Porcell—Peet, Simms &co—L Pilgue—John Phelps &co E C Palmer &co—Pethoff & Knight—T C Payan—R Pilkin—D G Pepper—H J Phelps &co—E C Poyton—Page, Peale & Moran—H & T Price—Geo W Rosser—T J Quinlan &co—Rice Bros &co—J Robertson—M Reiman—S B Rosenberg—Robinson, Stevens &co—J Roberts—L H Richards—Brunslin & Espenan—Jas Ryback—Renson & Greygold—Rickey Stratton &co—L Schmit—H Shropshire &co Schwarz, Kaufman &co—Schneider & Zeberbier H Stumberg &co—Shannon, Lewis &co—Seligman & Cohn—T L Selig—J H Stelle—Spencer &co—J Symn—Schmoltz & Adams—Starr, Sandler &co R Shelton &co—Stevens & Seymour—Simon & Loeb Stewart, Hyde &co—Seward & Gynn—Smith & Parsons—I H Stern &co—Stetson & Armstrong—J Scheiner—L Schwarz—Thos M Scott &co—F & H Straiton—K O Stapleton &co—A Soper—Solomon & Loeb—Arthur, Stone &co—Swarbrick &co Schmidt & Ziegler—D Steru—T Schorr—Spencer Field—T F Searing—Stern Bros—L Strietvant &co—Southern Express—W B Tallie—Tate &co—Thornhill & Richardson—Taylor, McElroy &co—H Tully—R Tunney—E Turpin—H Thompson &co—J A Turnell & Price—Vincent &co——S F Virgin—F Van Benthuysen &co—Wallner &co—A Wang—Wheelock, Finlay & Ball—Wolfe Bros—M Woolf—Walker & Fisher—E A Witters &co—E R Wagener—W & S—Webster &co—J J Wickerling Warren, Crawford &co—A M Wheelock—R S Wolcott—C Winger—J Yetter—Y Yondorf—order

Receipts of Produce Saturday.

JEFFERSON—Steamer Alex Speer—4 bales cotton and sundries to order
BAYOU SARA—Steamer Lafourche—22 bales cotton 12 sks cotton and sundries to order
ST LOUIS—Steamer Stonewall—Western produce and sundries to order
CINCINNATI—Steamer Maggie Hays—sundries to order
MOBILE—Steamer Louise—Sundries to order

Receipts of Produce Yesterday.

BAYOU SARA—Steamer Nina Simmes—126 bales cotton J L Lee—17 do P Flower & Mass—12 Ben Tolerton—11 A Levy—10 S Wolfe—8 J Ferre & Harris—8 Hy Von Phul jr &co—4 P Meisperl—4 L A Finlay—4 R Pritchard—5 H T Lonsdale—4 Warren, Crawford &co—4 D R Carroll &co—3 F J Herron &co—3 Stevenson & May—3 Seward & Gynn—1 Wright, Allen &co—1 bale wool and sundries to order—Total 122 bales cotton
JEFFERSON—Steamer Carie Poole—11 bales cotton R Lloyd—3 do McDowell & Nugent—21,500 feet lumber T B Bodley &co—5300 staves Ar Miltenberger—and sundries to order—Total 14 bales cotton
SHREVEPORT—Steamer Una—11 bales cotton J L Lee—5 J W Burbridge &co—3 Dean, Adams & Gaff—150 sheep Watts, White &co—208 hides B L Mann &co—1 iron safe J Butler jr &co—And sundries to order—Total 19 bales cotton

Receipts by Railroads.

N. O., J. & G. N. R.R.—Sept 15—107 bales of cotton and sundries to order
N. O., O. & G. W. R. R.—Sept 15—sundries to order

STEAMSHIPS

LIVERPOOL.

STEAM BETWEEN LIVERPOOL AND NEW ORLEANS,
Calling at Havana and Queenstown to land and embark Mails and Passengers; taking Options, 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 passage get 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 from screw steamships between

LIVERPOOL AND NEW ORLEANS DIRECT,

Sailing from LIVERPOOL and NEW ORLEANS Monthly During the Summer:

LOUISIANA.....1374 tons.....P. Jamison, Captain.
MISSISSIPPI.....1111 tons.....J. Campbell, Captain.
FLORIDA.....1037 tons.....A. Flint, Captain.
MISSOURI.....1593 tons.....A. Hancock, Captain.
ARKANSAS.....1395 tons.....F. Barron, Captain.
ALABAMA.....1522 tons.....Wm. R. Mooney, Capt.
GAMBIA.....1061 tons.....J. Graham, Captain.
CAROLINA.....1561 tons.....J. Halsey, Captain.
BOLIVIA.....1063 tons.....H. P. P. Occene, Capt.

Cabin Passage to Liverpool $75 gold, or its equivalent in currency.

For rates of freight apply to
HUNTER, ARKEW & CO., 51 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 DIRECT.

To sail on or about SEPTEMBER 29TH.

FOR LIVERPOOL DIRECT—THE SPLENDID A1 steamship
Luxor,
BAKER, Commander,
Will sail on or about 25th September. For freight or passage apply to
SIBLEY, QUION & CO.,
34 and 36 Carondelet street.

FOR LIVERPOOL—THE VERY FAST SAILING ship Ella, R. C. Hewes commander, having part of her cargo engaged and on board, will have dispatch for above port. For balance of freight or passage apply to
BYRNE, YARDLEY & CO.,
No. 5 Carondelet street,
or to LOVELL, BAILEY & CO.,
No. 23 Carondelet street.

NEW YORK.

FOR NEW YORK DIRECT.

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

Forming a Regular Semi-Weekly Line of First Class Ocean Steamships.

FOR NEW YORK DIRECT—THE FINE Ocean Steamships—
MORNING STAR.....2195 tons.....Nelson, Commander.
EVENING STAR.....2417 tons.....Knapp, Commander.
GUIDING STAR.....2200 tons.....Berry, Commander.
MISSISSIPPI.....1200 tons.....Sumner, Commander.
MERRIMACK.....2000 tons.....Vanice, Commander.
HAVANA.....2000 tons.....Parker, Commander.
MONTEREY.....1100 tons.....Whitman, Commander.
MARIPOSA.....1100 tons.....Quick, Commander.
MATANZAS.....1000 tons.....Commander.
MISSOURI.....1400 tons.....Commander.

The steamship
Merrimack,
Will leave on SATURDAY, September 22, at 7 o'clock P. M., from the Company's Wharf, in front of Jackson Square.

Freight will be received by this line up to 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
WILLIAM CREEVY, Agent,
51 Carondelet street, New Orleans.
C. W. GARRISON, President,
847 Bowling Green street, New York.

CROMWELL'S, N. Y. AND N. O. STEAMSHIP LINE.

To sail on SUNDAY, Sept. 23, at 8 A. M.

FOR NEW YORK—THE FAST AND REGULAR new steamship
Geo. Washington,
E. V. GAGE, Commander.
Will leave her wharf, foot of Toulouse street, Second District, as above.
First Cabin Passage.....$60
For freight or passage apply to
ALFRED MOULION,
41 Carondelet street.

GALVESTON—INDIANOLA.

FOR GALVESTON, INDIANOLA AND LAVACA,
MORGAN LINE UNITED STATES MAIL STEAMSHIPS.

Leave on WEDNESDAY, Sept. 19, at 5 P. M.