Orleans Crescent.

JOURNAL OF THE CITY OF NEW ORLEANS.

SUNDAY MORNING, OCTOBER 25, 1868.

AUCTION SALES MONDAY.

CHAS. T. NASH sells, at 11 o'clock A. M., at salesroom corner St. Charles and Perdido, furniture.

☞ See advertisements on second page.

THEATRICALS.

It must be confessed that we have watched with some curiosity, since the Academy and Varieties were thrown open this season, the patronage bestowed upon them by the public, for it was the common remark beforehand, that in the suspense and excitement preceding the presidential election, amusements would find but a meager showing. Nor have these fears been altogether disappointed. As a general thing the audiences have been smaller than the management had good reason to expect.

The Varieties was well filled once or twice, especially on the night when Vining Bowers's *Major De Boots* was repeated, and the Academy varieties company, having performed before a numerous audience on its first appearance, has since drawn but an average attendance. It is certainly to be hoped another week may chronicle an increased interest and patronage, for universal efforts have been made by Mr. Floyd, at the Varieties, and Mr. Bidwell, at the Academy, to bring out entertainments, superior in their respective lines.

It is surprising how prevalent near-sightedness and deafness become among theater goers, from the time the places of amusement are opened for the season. These maladies always result in an increased eagerness to obtain front seats, or to sit as far forward as possible. The gentleman in the box office smiles incredulously at the oft-repeated request, but complies as far as lies in his power.

At the Varieties last evening "Richard III" was played, the performance being the first Shakspearian entertainment of the season. We are compelled to defer any extended criticism, but can pause to commend Miss Gray as *Queen Elizabeth*, and Miss Freeman as *Lady Anne*.

The Academy matinée yesterday was largely attended, and the occasion productive of immense amusement for the hundreds of little ones who attended.

The St. Charles, it will be remembered, [illegible] no next Monday evening, with Ben DeBar and [illegible] Smith in the leading parts, and Charles [illegible] Mark [illegible] stage manager.

The Academy will be opened to-[illegible] as usual olio of attractions.

At the Varieties to-morrow [illegible] night, offering a new comedy, "Love and Money," for the first time in New Orleans.

For the Sunday Crescent. [illegible]

A BITER BIT.

By the Author of "[illegible] OR, A BITT A BITE."

Prologue: Short Chapter of [illegible] Awful Part, a Sketch [illegible] for the Bun the Is, the Three Cent Pie; the Wooden Nutmegs, or the Dough Boy's Revenge; the Awful Tale of a Boarding House; Walking a Chalk, Line in Thunder's Story, etc., etc.

This affair [illegible]

CHAPTER I—THE BOY.

The power [illegible] Kansas he biter was a boy: the bitten was (what The Pawls would call) a pog—we spell it P I E. In the short, though not to speak crustily, the youth was the champion Pie-Biter of Arkansas. It was said that he could bite more pie at a single undivided bite than any biter in the State outside of an alligator—they lift the tops of their countenances off in order to bite you know, and therefore they are an exception—to the general rule, that is which states that no man shall be permitted to bite with both sides of his head at once on pain of having the toothache.

CHAPTER II—THE PIE.

The fire was a mystery; it was unity; it was oneness; it was what the Latins call *unicus filius;* it was all of its sort; there was "none like it, none, nor will be when our summers have deceased," as Tennyson so beautifully remarks on a similar occasion. Where that pie was baked was darkness—was horrid confusion and a clattering of a multitude of pans. When that pie was concocted the spirits of fire, and water, and dough, were assembled to their hideous orgies, and a toughness like unto the toughness of vulcanized gutta percha came upon the face of the pie.

CHAP. III—THE BITE.

It was high noon on White river. The river had assumed the livery of spring in honor of the occasion, and was of a delicate mud color, which reminded the poetic soul that catfish were in season.

Jaxnport was thronged. The gay and festive crowds of butter-nut-hued pleasure seekers promenaded along the broad boulevard of the levee in a manner which proved (by the frequent display of the peaceful six-shooter) that they disregarded the day in pursuit of the pleasure the morrow afforded. Near the landing and opposite the bakery was assembled a multitude. What does it portend? Let us approach. In the center stands a youth. The flush of childish innocence still lingers on his ingenuous jaw-bones, which protruded to an unnatural extent and gave promise of strength beyond his years. In his eyes gleamed hope and exultation, and in his open mouth displayed a yawning cavern that boded ill to eatables. His knees knocked together, but it was not through fear, though they *were* through his trousers—he was knock-kneed from his youth (and the ground) up. Clad in light green vestments, whose copperas tints harmonized with the budding trees and the generally verdant appearance of surrounding things, he stood a noble type of Arkansas.

The pie is brought forth. It is held in the hands of two men who bend beneath the burden. It is heavy.

The boy steps up.

His father bids him do his best; which being a pious son he prepares to do. It is a bitt a bite.

He draws near.

He bites. It is a bitter bite.

His teeth become entangled in the glutinous mass, and his contortions are painful to witness—or sour to cross-examine.

Whispered murmurs of sympathy permeate the vast assembly—as also does his father. Having permeated to a sufficient distance his father returns, bearing a bull-dog. He applies the bull-dog. It is a biter bit.

The boy's struggles are redoubled and finally are quadrupled, but the dog refuses to let go—so does the pie. The dog and the pie and the boy become to the eyes of the spectator a confused phantasmagoria. Pity calls upon us to close our vision upon such an unpleasant state of circumstances. Let us close.

[Closed for Repairs.]

Jecko presents the above hoping—
Oct. 11, 1868.

RELIGIOUS ITEMS.

There is a Western Tract and Book Society on Elm street, Cincinnati, sustained by the various Evangelical Churches of the city.

About one hundred and thirty members of the Jewish congregation worshiping at the synagogue of Adas Jeshurun, in New York, met on Sunday last, and pledged themselves in the future to close their places of business on the Sabbath-day.

The Reverend W. H. Milburn, of the Episcopal Church, well known in this country as the blind preacher, is under medical treatment in Berlin, and is encouraged to hope that his sight will be restored.

There are twelve New York city clergymen receiving over ten thousand dollars a year for their clerical services, and a hundred ministers for the same city who do not receive over one-tenth that amount each.

At the late Synod of the Roman Catholic Church, in New York, it was resolved that there shall be no more picnics, or waltzing, among the members in that diocese. This action was taken because it was believed those things were attended by immoralities, hurtful to the Christian character.

The members of the Greek Church are about to erect a church edifice in San Francisco. Funds to a considerable amount have been contributed in various parts of California for this purpose, and it is understood that the czar of Russia will aid in the enterprise by forwarding a sufficient amount for the construction of an edifice that will prove an ornament to the city. A missionary has already been sent to officiate.

The Bethel mission of Plymouth church, Brooklyn, has been opened for divine worship. Appropriate addresses were made by Revs. Storrs, Mingins and Beecher. In the evening Mr. Beecher preached to a large congregation of working men and women, in the new chapel. The edifice, he said, would be devoted to various purposes every night in the week, as well as Sunday school and religious services during the Sabbath. He spoke of the social distinctions of the present day as at variance with the teachings of the gospel, and cited the example of our Lord, who not only preached the gospel to the poor, but associated with those whom he taught after a manner repulsive to the Pharisees.

An organization called the Workingmens' Lord's Day Rest Association has just been formed in London.

Rev. Dr. Sprague preached to his congregation at Albany, a few Sabbaths ago, a sermon preached by him just fifty years before. And what is more remarkable, it was the first sermon he ever preached. The first date was Andover, Conn., August 30, 1818, and the last Aug. 30, 1868.

New Orleans Money Market.

CRESCENT OFFICE, No. 96 CAMP STREET, Saturday Evening, Oct. 24, 1868.

There is no variation of any kind to refer to the movement in the money market. Gold opened in New York this morning at 135¼ against 135¼ the closing rate yesterday. At 12 M. it stood 134¾, and at 3 P. M. it closed at 134¾. The movement in this market has been quite heavy, rates have declined in accordance with the New York market. Total operations embrace the following amounts, viz: $2,000, $5,000, $7000 [illegible] $10,000, $15,000 Gold at 135¼; $3000 and $1[illegible] do. at 135¼; $10,000 and $25,000 do. at 135¼; [illegible]000 do. at 135¼, and $20,000 do. at 134¾. We quote Gold at 134¼@134¾; American Silver [illegible] 132@133, and Mexican dollars 137@138.

FOREIGN EXCHANGE.—We have again to note a further decline in the rates of Sterling and Francs. Owing to the downward tendency of gold in New York, offerings of Commercial bills have been ample and the demand was moderate. Transactions embrace the subjoined amounts: £10,000 Bank Sterling at 147¾, £1000 do. at [illegible], £10,000 do. at 147¼, £2000 do. at 147, £300 [illegible] commercial do. at 146¾, £3500 do. at 146¾ and £4000 private banker's do. at 146., 150,000 private banker's francs at 3.85, 30,000 commercial [illegible], 100,000 bank and 300,000 private banker's at 3.86¼, and 350,000 A 1 commercial do. at 7½. Rates at the close were too unsettled for reliable quotations, and we therefore omit them.

DOMESTIC EXCHANGE.—Increased offerings have caused a further decline in rates, while the demand for remittance purposes exhibits no improvement whatever. Total purchases to-day by banks and bankers embrace the annexed amounts, viz.: $4000, $30,000, $50,000 and $60,000 New York commercial sight at ⅜ ⅌ cent. discount, 5,000 and 5000 do. at 7-16 ⅌ cent. and 4000 ten days' sight at ⅜ ⅌ cent. discount. We now quote ¼@¼ ⅌ cent. discount at bank and ⅜@7-16 discount out of doors for sight checks on Northern cities.

UNCURRENT NOTES AND SECURITIES—Operations in city notes continue to show a slight at previous rates. City ten per cent. bonds are weaker, State notes and warrants and bonds are weaker, State notes of all classes of stock are quiet, and the movement in all the total operations and bonds is wholly suspended. Total operations under the above heading today, embrace operations only the following, viz: $10,000 and $12,000 of city notes at 39½ dis., $1500 city ten per cent. warrants at 69¾, and a small amount at 70c. ⅌ dollar. Bonds at 77c., $2000 Louisiana State warrants at 69¾, and a small amount at 70c. ⅌ dollar.

SPECIAL DISPATCHES.—We are indebted to the Western Union Telegraph Line for copies of the following private dispatches received from that route to-day, viz:

New York, Oct. 24—10 A. M.—Gold opened at 135. 10:30 A. M.—Gold 135. Cotton market quiet but firm; middling 25¼c., Mobile 25½c., Orleans 25¾c. Sterling 109¾@110¼. 11:45 A. M.—Gold 134¾. Cotton demand moderate—prices firm. Receipts of the week, net, 7000 bales; gross, 20,000 bales. Sales of the week 16,000 bales. Exports since 1st September 21,240 bales. Stock on hand 15,000 bales. Receipts at all U. S. ports, 56,000 bales. 3 P. M.—Gold closed 134¾. Cotton demand moderate—prices firm; sales to-day 1400 bales; middling 25¼c., Mobile 25½c., Orleans 25¾c. Sterling steady.

Liverpool, Oct. 24—11:15 A. M.—Cotton market firm; estimated sales 12,000 bales; Uplands 10¾d.; Orleans 11d. 3. P. M.—Cotton closed firm. Sales to-day 15,000 bales; Uplands 10¾@10¾d.; Orleans 11@11¼.

London, Oct. 24—3 P. M.—Consols 94¼@94¾. 5-20s unchanged.

Commercial Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Saturday Evening, Oct. 24, 1868.

COTTON—The movement in the leading staple to day has exhibited considerable activity throughout. The inquiry has been general and divided among buyers for the European, Northern and Eastern markets. Rates of gold and foreign exchange have been very unsettled and lower, however, which have materially checked the upward tendency of cotton quotations; but, notwithstanding this, the active demand which prevailed all day, together with more favorable advices from the New York and Liverpool markets, have enabled factors to realize an advance of fully ¼@½c. ⅌ lb. upon all classifications, while the market closed firm with a further upward tendency. Total operations for the day footed up 4400 bales, and we now quote: Good ordinary 21¾@22c.; low middling 22¼@22¾; middling 23@—c., and strict middling 23½c.

COTTON STATEMENT.

Stock on hand September 1, 1868		3,666
Received since yesterday	2,147	
Received previously	118,976	121,123
		124,789
Exported since yesterday	12,178	
Exported previously	56,727	68 905
Stock on hand and on shipboard		55 884

Exports to-day were divided as follows, viz: Havre 5304, Liverpool 3445, New York 2529, and Barcelona 900 bales.

SUGAR AND MOLASSES—There is a steady jobbing demand for Cuba Sugar at full previous rates. The small lots of Louisiana fluid ready purchasers, and the market begins to exhibit some little animation. We quote new common 11c., good common to fair 11½@12½c., yellow clarified at 15½c. ⅌ lb. Some 25 hogsheads of the new receipts were sold to-day at these figures. Receipts continue to increase daily, and we may look for a fair stock and liberal offerings within a fortnight. The movements in Molasses have been principally for cargoes, two of which have changed hands, one upon private terms and the other at 42½c. ⅌ gallon. The offerings of new continue light and find ready purchasers at 75c.@$1 15 ⅌ gallon, according to quality.

FLOUR—The market continues dull and quiet. The slight demand to-day was confined to a few lots for city trade without any noticeable change in rates, and sales embrace some 800 bbls., of which 125 were superfine at $7 10, 125 do. at $7 12½, 68 on its merits at $7 60, 100 double extra at $7 50, 100 choice treble at $10, and 100 double extra and 200 choice upon private terms. We now quote superfine $7 12½, single extra $7 25, double extra $7 50, low treble $8@8 25, medium to choice treble $8 75@10, and choice extra do. $10@12.

CORN—There was very little grain or produce of any kind upon the landing to-day, and operations in Corn were necessarily restricted. We note sales of 400 sacks, of which 156 were new white Louisiana at $1, 112 yellow do. at $1 05, 76 new Louisiana mixed from warehouse at $1 05, and 50 sacks choice old white from do. $1 10 ⅌ bushel.

OATS—The landing is bare. 150 sacks were sold early in the day at 62c., and 50 sacks at 63c. ⅌ bushel.

BRAN—Without any offerings from landing, transactions were confined to store at $1 20 ⅌ 100 lbs.

HAY—The landing continues bare and business is confined to jobbing and retail lots from warehouse at $27 for choice Western.

PORK—Is quiet but firm at full previous rates. 50 and 50 bbls. mess were sold at $32 50. Holders are firm at $33 retail.

BACON—The market is quiet but firm at 14c. for Shoulders; 17 for clear ribbed Sides, and 18c. for clear Sides. We note sales of 5 and 10 casks Shoulders, 10 casks clear ribbed Sides, and 5 and 15 casks clear Sides—all at above quotations. Dealers are generally asking ¼c. more in a retail way for strictly choice meats.

LARD—There is no change in the market, which continues quiet but firm at 19¾@20c. for prime in tierces, and 21¼@22c. for kegs. 90 kegs prime were sold to-day at 19¾c. ⅌ lb.

FREIGHTS—Dull and unsettled. The amount of foreign tonnage in port has increased, and the demand cannot be regarded as better than moderate to any point. Rates also are irregular, and it is difficult, if not impossible, to obtain reliable quotations, especially by sailing vessels. As approximating figures, however, we would refer to the following for the guidance of interested parties, having had ample assurances that the prices set down have been recently paid and are still exacted to the respective places included, viz: Cotton by steam to Liverpool ¾d. ⅌ lb; by sail 9-16d; £2 10s. ⅌ hhd. for tobacco; 4s. ⅌ bbl. for flour, and 9¼@10½d. ⅌ bushel for corn. Cotton by sail to Havre, 1¼c. ⅌ lb., nominal. Cotton to Bremen, 1¼c. ⅌ lb. Cotton by steam to New York, 1c. ⅌ lb.; tobacco $10 ⅌ hhd.; flour 85c. ⅌ bbl.; corn 20@21c. ⅌ bushel. Cotton by steam to Boston, 1¼c.; flour $1 ⅌ bbl.; corn 20c. ⅌ bushel. Cotton by steam to Philadelphia, 1c. ⅌ lb.; flour $1 ⅌ bbl. To-day a vessel was taken for Boston with a full cargo of cotton at 1¼c. ⅌ lb.

Cattle Market.

CITY OF JEFFERSON, October 25, 1868.

Sold yesterday—343 Texas Beeves, 346 Calves and Yearlings, 79 Hogs, 478 Sheep. Stock on sale—732 Texas Beeves, 335 Calves and Yearlings, 510 Hogs, 19 Milch Cows. We quote:

Texas Beeves, corn fed, choice, ⅌ head	—	— —
Texas Beeves, corn fed, 2d quality, ⅌ head	—	—
Texas Beeves, 1st quality, ⅌ head	35 00	35 00
Texas Cattle, 2d quality, ⅌ head	15 00	20 00
Texas Cattle, 3d quality, ⅌ head	—	12 00
Hogs ⅌ lb gross	—	8@ 10
Stock Hogs, ⅌ lb gross	—	6 —
Sheep, first quality, ⅌ head	—	5 00
Sheep, second quality, ⅌ head	3 50	4 00
Sheep, third quality, ⅌ head	—	3 —
Milch Cows, choice, ⅌ head	—	100 00
Milch Cows, first quality, ⅌ head	80 00	100 00
Texas Cows with Calves	—	— —
Yearlings, ⅌ head	8 00	10 00
Calves, ⅌ head	5 00	11 00
Goats ⅌ head	1 50	4 00

Capt. Wm. M. Forrest, son of Gen. Forrest, married Miss Taylor J. Cook, of Oxford, on the 15th instant.

River Intelligence.

CRESCENT OFFICE No. 94 CAMP STREET, Sunday Morning, Oct. 25, 1868.

The weather continues clear and pleasant.

Business was very good upon the landing yesterday. Sixteen steamers left port, several of them with good trips.

The Wild Wagoner, from Natchez, arrived at noon yesterday. On her way down she met with an accident to the larboard engine, in consequence of which she was unable to leave here last evening, and the Enterprise left with her freight. She will be ready to resume her trips on Wednesday next her regular day.

The following named steamers left port yesterday: Aloe, Capt Wood, for Lower Coast; Hetty Gilmore, Capt. King, for Lafourche; Thos. Powell, Capt. Aucoin, for Donaldsonville; Peerless, Capt. Fargey, for Attakapas; Big Horn, Capt. Gilham, for Yazoo River; Lafourche, Capt. Hind, for Bayou Sara; Golden Era, Capt. Gus. Hodge, for Jefferson; Celeste, Capt. Dowty, for Grand Ecore; Right Way, Capt. Noah Scovel, for Jefferson; Cleona, Capt. Splane, for Washington; Olive Branch, Capt. Jones, for St. Louis; Bart Able, Capt. Harrison, for Vicksburg; Importer, Capt. Williams, for Arkansas River; Vicksburg, Capt. Leathers, for Vicksburg; P. W. Strader, Capt. Stein, and Pink Varble, Capt. Montgomery, for Louisville; Enterprise, Capt. W. B. Richardson, for Natchez.

The steamer Rose Franks, which arrived yesterday from Red river, brought in 91 sacks of corn from Rapides parish. In times gone by (we hope never to return) corn formed quite an item in the up-freights of Red river steamers; now it is shipped from that river to New Orleans.

27 hogsheads new sugar, and 21 barrels new molasses have been received since our last.

1306 bales of cotton were received yesterday per river steamers.

Since our last the following named steamers have arrived: Wild Wagoner, Capt. W. B. Richardson, from Natchez, with 546 bales cotton and 2338 sacks cotton seed. Grey Eagle, Capt. Baranco, from Bayou Sara, with 247 bales cotton, 17 hogshead sugar, 3 barrels molasses and sundries. Rose Franks, Capt. White, from Jefferson, with 513 bales cotton, 91 sacks corn and sundries. Hetty Gilmore, Capt. King, from Lafourche, with 10 hogsheads of sugar, 18 barrels of molasses and sundries.

The receipts of cotton for the week ending at 8 P. M. yesterday, were 19 448 bales against 17,053 bales the preceding week, showing a gain of 2398 bales.

The Grey Eagle, Capt. V. B. Baranco, leaves at 10 A. M. to-day for Bayou Sara.

The officers of the Rose Franks have our thanks for favors. Her attentive clerk, Jasper L. Russ has our thanks for a full file of Jefferson papers.

The Rose Franks, Capt. Jno. White, leaves on Tuesday, the 27th inst., at 5 P. M., for Jefferson, direct.

The Cuba No. 2 was compelled to lay over last evening on account of several shippers being unable to complete their lists of freight. She will leave for Shreveport and Jefferson at 5 P. M., Tuesday, Oct. 27th.

FROM OUR EXCHANGES.

From the Memphis Avalanche of Oct. 23d.:

"Weather cool and cloudy. The river here continues to decline, with seven feet in the channel between here and Cairo. At St. Louis the river is receding, with five feet large in the channel. The Ohio is declining steadily, with three feet four inches in the canal, and five and a half feet on the bars in the lower Ohio. The Arkansas is falling, with three feet in the channel from Little Rock out. White River is declining steadily, with seven and a half feet in the channel to Augusta."

From the Vicksburg Herald 23d inst:

"The towboat Atlantic, Capt. Loyd Belt, which left St. Louis last week with a tow of three barges for New Orleans, arrived yesterday afternoon about 4 o'clock. We learn from Capt. Belt that in attempting to come through Paw Paw Island on Thursday morning before daylight, he was so unfortunate as to ground both boat and barges. He succeeded in releasing his boat, but was unable to get the barges off, and came down to this port for assistance, having broken his rigging and capstan. The wrecking boat No. 12 will probably go up to her relief. Capt. Liss Mulliken, one of the pilots of the Atlantic, informs us that the water has left the old channel and is now down the shute, thence being "mark twain" twain in that channel. We are informed by Maj. Armstrong, the owner of the steamer Lida Norveil, which boat is at present under charter to parties at the wreck of the W. R. Carter, will, when through, be taken to New Orleans and undergo a thorough overhauling. Her guards be widened, both upper and lower, and will receive an entire new outfit prior to becoming a permanent packet in the Vicksburg and Bends trade. Her present charter will expire in about two weeks."

The Pittsburg Commercial of the 20th instant contains the following interesting statements:

"The year 1843 was a memorable one so far as steamboating was concerned. We believe that greater improvements were made in that year than any year from that time to the present. It was the year of building fast boats. For instance the J. M. White, the boat whose time from New Orleans to St. Louis stands unrivaled: 3 days, 23 hours and 9 minutes. The same year was built at Cincinnati the celebrated Duke of Orleans, that made the run from New Orleans to Cincinnati in 5 days and eighteen hours, the best time ever made before or since. The same year was built the celebrated Clipper, that made the run from Pittsburg to Cincinnati and back, time out 5 days and 5 hours; her running time was 5 days and 8 hours. This trip has never been equaled. The same year was organized the Pittsburg and Cincinnati packet line, that continued in successful operation until the completion of railroad communications West; a line that was composed of the finest and fastest steamers that ever floated on the Western waters; a line that during fifteen years of steady running never lost a boat. The only one that received any damage was the New England No. 2, and she was repaired at an expense of $6000. The company during the time of its existence paid for insurance $250,000."

From the Shreveport Southwestern, Oct. 18th:

"The weather yesterday was cold and damp all day, with a north wind. The river opposite this point is about on a stand, with twelve feet above the lowest water mark. We have no later news from Carolina Bluffs than that published yesterday—falling fast. We have had no arrivals from Cypress bayou in the past two days, and have to repeat our last report—three and one-feet in the lake and thirty inches in Potato bend. From the officers of the Lizzie Hopkins we learn that there are five feet on Grand Ecore bar and four and a half feet on the falls. Up freights are now landed here at high water card rates. Down—cotton $2 per bale, cattle $5 per head and passengers $25."

From the Alexandria Democrat, Oct. 21:

"The river is rising yet, but very slowly. From above we have information that it has commenced to fall as low down as Grand Ecore. The weather at the present writing indicates rain, which will keep it up at its present notch. Navigation is perfect to the head of the beat, and all the boats go down with good loads of cotton and bulls. Freights now rule at high water rates."

From the Cincinnati Gazette, Oct. 22:

"The wind was variable yesterday. At dark the indications of rain were favorable. Business was lively on the wharf, for Memphis and New Orleans, and also for the local packets. There is not much Arkansas river freight in the city. Considerable Lower Ohio river freight was shipped, much of which was at reduced rates. Capt. Frank Maratta, it was thought yesterday, would take the Robert Burns out for New Orleans next week. Heretofore it was supposed he would take charge of the Swallow."

From the Louisville Courier of October 22d we take the following:

The St. Marys is aground at Flint Island. Owing to the extreme low water, the Louisiana was compelled to abandon her trip to New Orleans and hauled down her shingle yesterday. Her freight will be turned over to the Legal Tender, which boat was to arrive last night. The river is unchanged at this point, with 3 feet 5 inches water in the canal, 1 foot 5 inches water in the chute and 4½ feet water on Portland bar last evening.

The Virginia left St. Louis for New Orleans on the 21st inst.

The T. D. Hine, from Lower Coast, will be found at the wharf this morning.

A correspondent of the Clarion, referring to the future of Meridian, says: Already two very important lines cross here—the one from the lakes to the gulf, the other connecting the Mississippi river with the Atlantic seaboard—and which lines grow in importance as they are looked upon to be great links in the Southern Pacific road. But a most important act has already been accomplished; the purchase of the Wills Valley and North-East and S. W. R. R. by a company of Boston capitalists, who have arranged for their completion by October next, thus making the directest route from Meridian to Chattanooga. The importance of this completion cannot be overestimated, as it opens the rich iron and coal region of Alabama. These gentlemen, I learn, are now arranging for important workshops of every character, in connection with their undertaking in Meridian. But the most interesting feature, and one that greatly concerns your people on the lines of the N. O. and J. and Central Railroads is this: this same company (and who have ample means) have also determined to build a direct road in extension of this from Chattanooga to Meridian, thus affording for all time to come the straightest possible route from New Orleans to New York and Boston, and over which all the trade and travel is bound to go. Look at the map and you will see its grand advantages.

Marine Intelligence.

CRESCENT OFFICE, No. 93 CAMP STREET, Sunday, October 25, 1868.

Cleared Yesterday.

Steamship Geo Washington, Gager, for New York, A Moulton
Steamship Gen Meade, Sampson, for New York Wood, Low & Ludwigsen
Steamship Austin, Farwell, for Brazos Santiago via Galveston C A Whitney &co
Steamship Clinton, Beckett, for Indianola, C A Whitney &co
Steamship Lizzie, Feisher, for Pensacola J C Rogers
Steamer Sarah, Murray, for Mobile Master
Steamer Olive Branch, James, for St Louis, Master
Ship Africa (Brit), Berry, for Liverpool, J G Lingham &co
Ship Lady Blessington, Adams, for Havre G W Symons &co
Bark Leonidas, Gates, for Havre, G A Fosdick &co
Bark Mataro (Span) Llubi, for Barcelona, Puig Bros

Arrived Yesterday.

Steamship United States, Norton, from New York 17th inst, to Wood, Low & Ludwigsen—2d district
Steamship Chrysolite (Brit), Gall, from Liverpool 22d Sept., to J H Ashbridge & Decan—3d district
Lugger Barataria, Pecel, from Barataria, to master—2d district 15

STEAMBOATS.

Grey Eagle, Baranco, from Bayou Sara
Rose Franks, White, from Jefferson
Hetty Gilmore, King, from Lafourche
Sarah, Murray, from Mobile—New Basin
Francis, Blakeslee, from Mobile
Wild Wagoner, Richardson, from Natchez

Below Coming Up.

Ship McLeod, Bowerigg, from Liverpool 16th Aug., to J H Ashbridge & Decan
Ship Anna Camp, Drummond, from Savannah, in ballast, to master
Ship Christie, Frederick, 48 days from Bremen, to Mummy Luling &co
Brig Victoria (Sp), Casanova, 5 days from Havana in ballast, to Puig Bros

Memoranda.

Falmouth, Eng., Oct. 5.—The steamship Scossiris, Capt Johnson, from Alexandria for Liverpool, has arrived here, having in tow the bark Mersey of North Shields, from Pensacola picked up 150 miles west of Scilly, waterlogged and abandoned.

DOMESTIC PORTS.

New York, Oct. 9.—Arrived from New Orleans, steamship Yazoo, Hodges, and Gulf Stream, Spencer.

Boston, Oct. 17.—Cleared for New Orleans, ship Emma, Rich; 19th, from Pensacola, brig Curlew.

Philadelphia, Oct. 17.—Arrived from New Orleans via Havana, steamship Star of the Union, Cocksey.

Savannah, Oct. 14.—Cleared for Mobile, U S revenue cutter Delaware, Spencer.

FOREIGN PORTS.

Malta, Sept. 28th.—Sailed for New Orleans via Gibralta, steamship Riga, Hunter.

Newport, Wales, Oct. 5.—Arrived from New Orleans, ship Jno S Harris.

SPOKEN.

October 16th, in latitude 40:43, longitude 61:43, ship James Fish, New, bound to Mobile.

Exports.

NEW YORK—Steamship Geo Washington—1089 bales cotton 118 bdl hides 744 hides 1078 sks corn 15 bbls molasses 20 bbls oil 75 sks cotton seed 9 pkgs mdse

NEW YORK—Steamship Gen Meade—1449 bales cotton 75 bales wool 44 bales iron cuttings 8 bales tobacco 209 sks oil cake 150 sks cotton seed 101 bbls o l 25 bbls molasses 1175 hides 250 bdl hides 30 pkgs tallow 43 hhds me al 3 hhds beeswax 23 bbls oranges 56 pkgs mdse

BRAZOS SANTIAGO VIA GALVESTON—Steamship Austin—110 bbls flour 140 bxs soap 10 bbls potatoes 20 sks oats 100,000 feet lumber and sundries

INDIANOLA—Steamship Clinton—450 bbls flour 50 bbls pork 20 bbls molasses 100 bbls potatoes 15 bbls sugar 50 bags coffee 50 bales hay 300 sks corn 5 00 feet lumber

PENSACOLA—Steamship Lizzie—72 bbls flour 620 sks corn 45 bbls pork 70 sks bran 60 sks oats and sundries

LIVERPOOL—Ship Africa—3445 bales cotton 4000 staves

BARCELONA—Bark Mataro—900 bales cotton

HAVRE—Ship Lady Blessing on—3692 bales cotton 4000 staves

HAVRE—Bark Leonidas—1617 bales cotton 25 bales moss 1000 staves

MOBILE—Steamer Sarah—25 bbls whisky 1 bbls sugar

ST LOUIS—Steamer Olive Branch—1550 bars railroad iron

Imports

HAMBURG VIA HAVRE AND HAVANA—Steamship Saxonia—50 cases cheese J B Solaire—6 bales mdse H Lange beer Williams, Ruparti &co—5 cases hardware Francke & Dassel—8 cases mdse A Rife—13 do C T Buddecke &co—1 do 1 bbls apples 10 sks potatoes F Schroeder—10 kegs blue 3 cases crings E J Hart &co—3 cases mdse H Reihbe—10 do F Riechart—1 case books L Schwarz—1 do 6 cases mdse O B Graham &co—1 bxs mdse H Curtis—12 cases music L Grunsw ld—70 cases mdse 13 bales do 4 cases hardware 50 cases steel 8 cases sago 6 cases paper 25 cases beer 100 cases wine Seig & Krug—2 bales mdse E Sturzenegger—12 cases wine F Berkes—1 case gauze 3 cases brandy L Richard—1 case mdse Avendano Bros—1 box books M Poydras—5 do Maury &co—1 cask beer H A Schwabe—6 hhds 1 pipe 24 hf-cases gin 150 bxs cheese P E Bratour &co—1 case hardware E Stertz—1 do O H Kretschick 3 do A Landsberg—4 cases arms M Plaget—2 pkgs mdse P P Dietrich—8 do P Maliard—1 do Jno Frank—1 do A Chiapella 3 do J J Albertson—6 do Chauvere—1 do A Lecourte—4 pkgs cheese H Hertez &co—3 pkgs mdse E Forster—11 do G Lavie—13 do J Lewis—8 do E Giquel—3 do L Deloche—4 do S Bontron—11 do Gueble & Stopert—10 do Rimalho & Espenan 4 do Leon & Pinsard—2 do V O Lefievre &co—1 do Chas Lnehwitz—2 do Lapene & Pierre—5 cases mdse E Sorre—1 do Koch & Dreyfus—2 do L Dufilho—1 do G Von Hops—1 do A Gery—3 do G Schorr—1 do H Valehant—5 do Desbons & Bonneau-sel 1 do L Breton—1 do A Lebert—2 do E & T Larue—4 do Moulor & Dumestre—1 do 6 bottles wine Chalon—1 trunk J Hanson—4 pkgs mdse G Trouilly—2 do E Robert—1 case mdse G Duhame—1 do P Kuntz—3 do A Schwarz—2 do Roussolot &c 14 pkgs mdse D H Holmes—5 cases do 1 piano W Dauphin—1 cska wine A Korn—1 case paintings J Sautini—24 cases wine 2 pkgs mdse G Labaurr—2 pianos Zorn & Bremer—5 pkgs mdse A Koenig—1 case do A Marreale—1 do French Consul—1 trunk do C W Fox—1 cash do L Utter—300 baskets champagne to A Rocheresn &co—300 do A Couturie &co—250 bags coffee A La other—122 cases cheese J Dunis—1 pkgs mdse H Lavi—1 do J Osbo n—4 cases mdse Herbert & Escouse—1 do Depasian 4 do G L Fevre—25 do 25 bdls quicksilver Seig & Krug—1 case paper S Hernsheim—22 pkgs mdse H Damiens—4 do H N Switchtt—2 bxs leeches T Belo—4 cases mdse Leon, Pierre & co—12 do to order

LIVERPOOL—Steamship Chrysolite—23 cases mdse 36 bales do O B Graham &co—45 pkgs baggage Stauffer, Kent & co—1 cask hardware H Closterman &co—2 do A McLaurin—2 bales carpets Elkin &co—2 cases mdse E C Palmer &co—1 do Gelins & Reif—2 cases 6 cska hardware Sam Bocke—1 case do D L Ranlet—2 cases guns Lullman & Vienna—4 cases mdse 1 pkg do 2 cases mdse L H Richards—277 bxs tin plate B Horton—1 case 8 cska hardware 3 cases mdse Keep & Hogan—235 bdls iron 1 case hardware Rice Bros &co—4 cska 1 case hardware 4 bdls wheels H J Mulen—12 crates mdse L B Poirier—1 bxs mdse J G Dancy &co—1 do A Bolin—14 bxs steel Bakewell & Son—28 bxs mdse 77 bales do Seig & Krug—2 cases mdse M Payro—15 pkgs mdse D H H Jones—5 cases mdse 1 case hardware Koch & Dreyfuss—4 cska wire B J West—30 cases cheese J B Solario—130 bdls sheet iron Ex elsior Mfg Co—1 csk bedware A Haldt—500 bsks champagne A Rocheran &co—1 case mdse Olympe Boise—18 do E J Hart &co—7 do G Lavie—7 do E Giquel—5 do H Dauriens—4 do C Trauilly—4 do J Levois—4 do Thos Schorr—1 do C Deleseu—1 do G L Ferre 8 do Leon, Pierre &co—2 do Rev Longueuil—2 do R Frosther—15 do C T Buddecke &co—1 E Audebert—1 C Honold—1 J F Dietrichs—1 Jno Frank—1 G Ehlotzen—3 E Monteuse—5 T G Bermel—1 S E Moore—1 Leon & Pentard—1 M Jois—1 E P Duconge—1 Closterman & Boyle—4 L Breison—3 Herbert & Escouse—4 Ar Miltenberger—1 Meulor & Dumestre—1 A Levier—1 Schroder—1 Miss Savarre—2 cska brandy 12 217 bdls iron ties to order

LIVERPOOL—Ship McLeod—101 000 slate Davidson & Hill 215 tons pig iron Wood, Low & Ludwigsen—100 bbls bottled beer 10 cska chains 19 crates earthenware 2088 bxs tin plate to order—1565 bdls iron ties Branch, Crooks &co—250 bdls hay bands G L Laughlin—1 pkgs mdse Monier & Dumestre—2 do 424 bxs tin plate Excelsior Mfg Co—2 bxs guns Lullman & Vienna—36 kgs earthenware D L Ranlet—4 cases furniture W C Wilde—9296 sks salt J H Ashbridge & Decan—10 cska chain 1 csk hardware C T Buddecke &co—133 bdls iron Atkins & Son—20 do 40 bxs tin plate Stauffer, Kent &co—13 crates earthenware 2 cska do E & J Wells &co

MOBILE—Steamer Sarah—83 bales cotton Marx Levy &co 21 H W Pasley &co—8 H McColl—3 Jno T Hardie &co—50 bbls pitch E Blesey—10 bbls rosin M J Smith &co—6 bales domestics Haber & Ford—13 bdls paper Picayune—60 do Times—sundries to order—Total 99 bales cotton

MOBILE—Steamer Frances—9 bales cotton T H & J M Allen &co—3 bales domestics C A Whitney &co—44 do 10 bales osnaburgs Lehman, Newgass &co—sundries to order—Total 9 bales cotton

NEW YORK—Steamship United States—Astd mdse

Receipts of Produce.

BAYOU SARA—Steamer Grey Eagle—39 bales cotton to R Flower—23 Violett, Black &co—20 Meyer, Deutch & Weis—19 Alcus, sherck & Autey—15 Payne, Huntington &co—11 Gerrard & Craig—10 Lehman, Newgass &co—10 J Davull 8 Bulsson—8 E Newman &co—7 Jurey & Harris—6 W Rainey 7 Toledano & Thornhill—4 LeSassier & Boarman—5 M Glynn 4 A Levi—4 A Ingraham—4 F J DaSilva—3 Scott & Cage—4 J B Vanhorn &co—3 Henderson, Peale &co—3 S H Aby &co—3 P S Willis—2 J H Carter—2 Nalle & Cammack—2 E K Converse—2 West & Wright—2 E J