NEW ORLEANS DAILY CRESCENT.

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BUSINESS DIRECTORY.

BARRET, A. & CO., MARBLE MANTELS, MONuments, Grave and Tomb Stones, and Housework in general, 111 and 113 St. Charles street, near Poydras. a27 1y

BOCKIUS, J., WHOLESALE AND RETAIL SADdlery Warehouse, No. 45 Canal street, opposite the Custom-House. d4 1y

BOGERT, G. C. & Co., SHIP AGENTS AND COMMISSION MERCHANTS, 72 Camp street.

BONNEVAL & DUCROS, STOCK, NOTE AND Exchange Brokers, 18 Carondelet street, N. O. n22

COLEMAN, PUTNAM & CO., COTTON FACtors and Commission Merchants, 43 Union st. jy16 1y

CLARK, MOSBY & CO., WHOLESALE GROCERS and Commission Merchants, Nos. 23 and 25 Front Levee, and 24 and 26 Fulton streets. jy9 1y

COXE & BREAUX, ATTORNEYS-AT-LAW, No. 48 Camp street, New Orleans. n1 1y

CARTER & CO., J. H., DEALERS IN STAPLE and Fancy Groceries of all kinds, 15 Canal and 15 Crossman streets.

COELER, F. W., WINES, BRANDIES, PRESERVed Fruits, Sauces, etc., etc., No. 110 Common street.

CORNELIUS, WM., ATTORNEY AND COUNSELLOR-AT-LAW, AND U. S. COMMISSIONER, Royal street, over the Post-Office.

THOS. M. CONVERSE. WM. F. CONVERSE, JR.

CONVERSE & CO., WHOLESALE GROCERS and DEALERS IN TEAS, LIQUORS, TOBACCO AND CIGARS, corner of Canal and New Levee streets, New Orleans. jy21y

DAMERON & CO., J. D., DEALERS IN CARPETings, Oil Cloths, etc., No. 124 Canal street.

DICKINSON, M. M. & Co., GENERAL COMMISsion, Forwarding and Receiving Merchants, and Dealers in Western Produce and Naval Stores 18 Poydras st. d3 1y

DWIGHT, EDMUND P., ATTORNEY AND COUNSELLOR-AT-LAW, Napoleonville, parish of Assumption, La. Will practice in the parishes of Assumption, Lafourche, Terrebonne and St. Mary. Refers to W. G. Hewes, Esq.; Messrs. Slark, Stauffer & Co.; Hon. O. Voorhies; Hon. E. K. Kittridge. d11

ALEX. J. DYAS. R. M. MARTIN. H. I. DYAS.

DYAS & CO., WHOLESALE GROCERS, CORNER of Gravier, Fulton and New Levee streets. a22 1y

EMANUEL BLESSEY & Co., DEALERS IN PRODUCE AND MERCHANDISE, Tar, Pitch, Rosin and Spirits Turpentine, Linseed, Castor and Lard Oils, No. 93 Magazine street, New Orleans. fe15

FINLEY, L. A., STOCK, NOTE AND BILL BROKER, No. 50 St. Charles street.

Insurance Scrip, Land Warrants, etc., purchased at market rates. d9

FROST & CO., DEALERS IN BOOTS SHOES, BROgans, Hats, Caps, etc., No. 10 Magazine street.

GORDON & FOSTER, DEALERS IN FLOUR—Corner Poydras and New Levee streets. my12 1y

GUION, THOS. F., WHOLESALE AND RETAIL Dealer in fine Fancy Articles, corner Canal and St. Charles streets.

GIQUEL & JAMISON, STAPLE AND FANCY DRY Goods of direct importation, No. 18 Chartres street.

GAINES, C. C. & Co., IMPORTERS AND DEALERS IN HARDWARE, CUTLERY, etc., Nos. 26 Magazine and 44 Gravier streets.

HOLMES & CLAUSS, GROCERS AND DEALERS IN WESTERN PRODUCE, Nos. 14 New Levee and 14 Tchoupitoulas street. o25 1ydAw

HART, E. J. & Co., DEALERS IN GROCERIES, DRUGS, CHEMICALS, PAPER, etc., 77 and 79 Tchoupitoulas street.

HENDERSON & GAINES, DEALERS IN CHINA, GLASS, EARTHENWARE, etc., 96 Canal st.

HYNSON, GEO. W. & Co., SHIPPING AGENTS AND COMMISSION MERCHANTS, 82 Camp st.

HYDE & GOODRICH, JEWELERS, corner Canal and Royal streets.

HYATT, A. JULIUS—COLLECTOR, HOUSE-Broker and General Newspaper Agent, are still to be found at No. 22 Commercial Place. Persons having COLLECTIONS to make, HOUSES to sell or rent, SLAVES to hire, etc. or persons wishing to ADVERTISE in any of the Louisiana or Mississippi newspapers, or to SUBSCRIBE for any of the American or Foreign Literary Journals, will be promptly and faithfully served by calling at No. 22 Commercial Place. se15 1y

JONES, MACKINDER & Co., SHIPPING Agents and Commission Merchants, No. 91 Gravier street, New Orleans.

KEARNY, ALFRED, COMMISSION MERCHANT. Dealer in Lime, Paints, Window Glass, Cement, English, Pittsburg and Pensacola Fire Bricks, etc., etc., No. 72 Magazine street. a27

J. N. LEA. M. M. MARR. G. W. H. MARR.

LEA & MARR, ATTORNEYS-AT-LAW, No. 18 Commercial Place, New Orleans. n25 1y

LEVOIS & CO., J., DEALERS IN STAPLE AND Fancy Dry Goods, corner Canal and Bourbon streets.

LANDIS, JOSEPH & Co., COMMISSION MERCHANTS AND DEALERS IN WESTERN PRODUCE, No. 33 Tchoupitoulas street.

LAVILLE, F. C., ATTORNEY-AT-LAW, NO. 18 Exchange Place, opposite the Post-Office, New Orleans. fe10 1y

LEIGHTON & SARBOT, CLOTHIERS, corner of Canal and St. Charles streets.

LEVERICH, WM. E. & Co., COTTON FACTORS AND COMMISSION MERCHANTS, No. 24 Old Levee.

MALLETT, JOSEPH, COMMISSION, RECEIVing and Forwarding Merchant and General Steamboat Agent, No. 23 Front street, will pay strict attention to any business entrusted to him and guarantees satisfaction in all cases. ja22 1y

MOODY, S. N., SHIRTS, GENTLEMEN'S FURNISHing Goods and Fancy Articles, corner Canal street and Exchange Place.

MORISON, G. N., WHOLESALE DRUGGIST, OILS, Paints, Perfumery, etc., No. 12 Magazine street.

MEYER, M. H., 146 Camp street, WATCHMAKER AND DEALER IN JEWELRY, GOLD PENS, FANCY ARTICLES AND WATCHES. All jewelry articles repaired at moderate prices. m14

MORGAN, J. C., BOOKS AND STATIONERY, Exchange Place, adjoining the Post-Office.

MUNROE, A. & Co., MEN'S AND BOYS' CLOTHING, of all sizes and qualities, wholesale and retail, corner of Gravier and Magazine streets.

NORTON, ALEX. & CO., GROCERS, Nos. 2 and 4 Poydras street, corner of Fulton. m16

NICHOLS, R. F., IMPORTER AND DEALER IN Wines, Brandies, Fruits, etc., No. 90 Camp street.

G. S. HAWKINS. P. J. COCKBURN.

OAKEY, HAWKINS & CO., COTTON FACTORS and Commission Merchants, No. 42 Carondelet street. a8 1y

PILCHER, GOODRICH & Co., COTTON FACTORS AND COMMISSION MERCHANTS, 43 Carondelet street, corner of Union street. n18 1ydAw

PITKIN, R. & Co., DEALERS IN CLOTHING AND FURNISHING GOODS, No. 15 Camp street. a27 1y

RIDGWAY, THOS. S., DEALER IN WINES AND LIQUORS, Nos. 61, 63 and 65 New Levee street, near Gravier street, New Orleans. my12 3m

ROBINSON & CO., H. M., WHOLESALE AND RETAIL Grocers—Steamboat and family supplies, No. 56 and 58 Common street.

REILLY, P. & E., DEALERS IN SILKS AND FANCY DRY GOODS, No. 126 Canal street. s9

RELF, J. M., & Co., DEALERS IN HARDWARE, etc., Front street, between Gravier and Natchez streets.

STEWART, CHARLES A., DEALER IN FINE and Fashionable Furniture, Nos. 171 and 173 Canal street.

SCANLAN & CO., D. P., DEALERS IN MILLINery and Fine Fancy Dry Goods, Nos. 12 and 14 Chartres street.

SEMMES & HILL, ATTORNEYS-AT-LAW, No. 13 Camp street, New Orleans. o21 1y

G. W. SHAW. W. W. SHAW. J. S. SHAW.

SHAW, G. W., & Co., COMMISSION AND FORWARDING MERCHANTS, No. 24 Poydras street, New Orleans. my8

SHAW, FRANK, Jr., & Co., COMMISSION AND FORWARDING MERCHANTS, AND DEALERS IN WESTERN PRODUCE, No. 90 Tchoupitoulas street. o18 1y

STRINGER, F., & Co., FASHIONABLE CLOTHING, FURNISHING GOODS, TRUNKS, CARPET BAGS, etc., No. 30 Camp street.

SICKLES & Co., DRUGS, MEDICINES, SURGICAL INSTRUMENTS, etc., wholesale and retail, Nos. 88 and 90 Canal street. a9 1y

SLARK, STAUFFER & Co., HARDWARE, IRON, etc., No. 64 Canal street, Agents for Pages' Saw Mills. a9 1y

STEEL, J. B., BOOKSELLER AND STATIONER, No. 60 Camp street.

TODD, S. M., & CO., WHOLESALE AND RETAIL DEALERS IN PAINTS, OILS, PAINT MILLS, WINDOW GLASS, BRUSHES, and Colors of all kinds, 90 Magazine street. a12 1y

TAYLOR, SEWELL T., IMPORTER AND DEALer in fine Wines and Liquors, No. 17 Royal street.

VINTEN, GEO. H., PRINTERS' WARE-HOUSE, No. 68 Camp street, next door to the Crescent office, New Orleans. au9 1y

VOORHIES, GRIGGS & Co., COMMISSION AND FORWARDING MERCHANTS, 15 Tchoupitoulas street.

WOLFF, S., IMPORTER AND GENERAL COMMISsion Merchant, 95 Camp street, New Orleans. a20

WRIGHT & CO., J., DEALERS IN PATENT MEDIcines, Drugs, Perfumery, etc., etc., Nos. 21 and 151 Chartres street.

WRIGHT, ALLEN & CO., COTTON FACTORS and COMMISSION MERCHANTS, No. 120 Gravier street, New Orleans. ie24 1y

WHEELOCK, E. B., DEALER IN DRUGS, MEDIcines, Paints, Oils, etc., No. 43 Magazine street.

WOODMAN, O. O., IMPORTER AND DEALER IN Drugs, Chemicals, Patent Medicines, Paints, Oils, etc., corner Common and Magazine streets.

WHITE, THOS. L., BOOKSELLER AND STAtioner, No. 105 Canal street.

LEVI WILSON, Parish Fayette, La. R. R. POMROY, New Orleans.

WILSON, POMROY & Co., COTTON FACTORS AND COMMISSION MERCHANTS, 45 Carondelet street, New Orleans. a29 1y

WATERMAN, J. & BRO., IMPORTERS AND DEALERS IN HARDWARE, CUTLERY, etc., corner Magazine and Common streets.

CARRIAGE WAREHOUSE—

COACHES, HARNESS,
ROCKAWAYS, WHIPS,
BAROUCHES, COACHES,

BUGGIES, TRIMMINGS,
WAGONS, etc. VARNISH, etc.

For sale low for cash or city acceptance.

No. 115 GRAVIER and No. 13 UNION STREET,

New Orleans, La.

ja12 1y J. A. LUM & CO.

ST. CHARLES INSTITUTE, GREENVILLE, near Carrollton, La.

BOARDING-SCHOOL FOR YOUNG LADIES.

Conducted by M'me C. MACE.

The Classes of this Institution will be re-formed for the Session on the 1st of September next.

In making this announcement, M'me Mace avails herself of the opportunity of returning her thanks to those families who have honored her with their confidence, and of assuring them that, as heretofore, her establishment will combine all the elements necessary for the comfort and the intellectual improvement of the young ladies entrusted to her care.

The instruction imparted at the St. Charles Institute is solid, and extends to all those branches which constitute an accomplished education, both in English and in French: M'me Mace taking the greatest care to secure the most accomplished Professors; on whose devotion to their duties every reliance may be placed.

The advantages offered to young ladies of French families to acquire a thorough knowledge of the English language, and on the other hand, of American pupils to attain a perfect command of the French language, are not surpassed by those of any institution in the country; and the success with which they have been heretofore employed may be ascertained through the most satisfactory references.

Full information, as to terms, may be found in the prospectus, to be obtained at the Institution. au31 1m

T. BACHELIER, 28 AND 30 URSULINES street, New Orleans. FRESH SEEDS—Growth of 1856. Received by last arrivals from Europe and the North—

Artichoke,	Shallot,	Beet,
Spinage,	Capsicum,	Lettuce,
Cardoon,	Ice Cress,	Carrot,
Corn Salad,	Celery,	Mustard,
Chervil,	Turnip,	Endive,
Cabbage,	Parsnip,	Cauliflower,
Pimpernel,	Leek,	Radish,
Radish,	Salsify,	Sage,
Thyme,	Sorrel,	Onion,
Parsley,	Peas,	Cress, etc.

Likewise, a large assortment of Seeds of the finest Flowers of the autumn season. au27

SEA-GOING VESSELS.

TEXAS AND MEXICO.

To sail on TUESDAY, September 15th, at 8 A. M.

FOR VERA CRUZ—U. S. M. LINE—The superior coppered and copper fastened steamship **Texas,** Thomas Forbes, commander, will leave for Vera Cruz, as above, punctually, carrying the U. S. Mails. For freight or passage, having elegant accommodations for cabin and steerage passengers, apply to

HARRIS, MORGAN & CO., foot of Julia street opposite the Steamship Landing.

No freight will be received without an order from the agents. se10

To sail on SUNDAY, September 20th, at 8 o'clock A. M. Reduced Rates to Galveston—cabin passage $10, meals included.

SOUTHERN STEAMSHIP COMPANY—For Galveston and Matagorda Bay—U. S. Mail Line—The superior coppered and copper fastened steamship **Charles Morgan,** Henry Place, commander, will sail as above. For freight or passage, having elegant accommodations for passengers, apply to

HARRIS, MORGAN & CO., foot of Julia street, opposite the Steamship Landing.

Shippers must provide themselves with the steamer's form of bills of lading—none other signed.

The steamships of this Company will hereafter pay lighterage on goods from Powder Horn to Lavaca. se15

LIVERPOOL.

FOR LIVERPOOL—THE A1 VERY FAST sailing regular packet ship **Heidelberg,** Capt. Rodewald, is now loading and will have immediate dispatch. For freight of 500 bales cotton, apply to

BAXTER, LOVELL & CO.

For passage, having good accommodations for cabin and steerage passengers, apply to the captain on board, Third District. se14

FOR LIVERPOOL—THE A1 AMERICAN clipper ship **Express,** Milton, master, is now loading and will have quick dispatch. For freight of wheat, flour or cotton, apply to

JONES, MACKINDER & CO.,

se10 91 Gravier street.

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Tempest,** Whitney, master, having nearly all her cargo engaged and going on board, will have quick dispatch. For freight of 500 bales cotton, apply to BAXTER, LOVELL & CO.

For passage, apply to the captain on board. se8

FOR LIVERPOOL—THE A1 VERY FAST sailing American ship **Riversmith,** will meet with dispatch for the above port. For freight of cotton or heavy goods, apply to

se15 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Marshfield,** Toney, master, is now loading and will have immediate dispatch. For freight of 300 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet st.

For passage, apply to the captain on board. au13

To sail on or about the 20th inst.

FOR LIVERPOOL—THE A1 AT LLOYD'S fast sailing British ship **Sultan,** Hunter, master, is now loading and will sail as above. For freight, apply to

G. W. OLIVER & CO.,

se10 26 Carondelet street.

CADIZ.

FOR CADIZ—PASSAGE ONLY—THE A1 fast sailing American ship **Arlington,** Horton, master, having all her cargo engaged and going on board, will have quick dispatch.

BAXTER, LOVELL & CO.

For passage, apply to the captain on board. se8

PHILADELPHIA.

To sail in a few days.

FOR PHILADELPHIA—KEYSTONE Line—The A1 very fast sailing packet bark **C. W. Poultney,** Capt. Marsaman, has nearly all her cargo engaged, and will sail as above. For balance of freight, apply to J. H. BASS,

se12 No. 119 Common street.

FOR BOSTON.

FOR BOSTON—THE A1 FAST SAILING ship **J. P. Harward,** Capt. Andros, is now loading and will have quick dispatch. For freight, apply to

J. P. WHITNEY & CO., 35 Carondelet st.

CREVY & FARWELL, 27 Natchez street.

For passage, apply to the captain on board. se3

FOR BOSTON—REGULAR LINE—TO sail in a few days—The A1 fast sailing packet bark **Sam Slick,** Mayo, master, having most of her cargo on board, will sail as above. For balance of freight apply to

GEO. W. HYNSON & CO., 82 Camp street.

For passage, apply on board, post 2, First District. se2

WANTED.

WANTED—A SHIP OR BARK TO LOAD in dispatch Line for Boston; cargo ready and quick dispatch.

se10 JONES, MACKINDER & CO., 91 Gravier st.

WANTED TO CHARTER — AN A1 ship of from 900 to 600 tons, for a voyage to Calcutta. For particulars, apply to

J. H. ASHBRIDGE & CO., 120 Common st.

MEXICAN GULF Railroad—The regular Trains will continue to leave the city daily at 10 A. M. and 5½ P. M. for the Gulf, and return every morning and evening.

Omnibuses leave Canal street every 15 minutes. jy29

G. BLEAKLEY, 39 AND 41 RAMPART street, manufacturer of Carriages, Buggies, Spring Wagons, etc. Fire Engines rebuilt. Repairing in all the branches done at the shortest notice. jul 19

STOVES.—FIVE HUNDRED COOKING AND HEATING STOVES, of the latest improved patterns—"Morning Star," "Charter Oak," "Shanghai," Economist Cooking Ranges, and the celebrated "Creole Cook Stove," of their own manufacture.

The undersigned are prepared to execute, at short notice, all orders for sheet Iron Chimneys, Breeching, Tanks, Juice Boxes, Copper Pans and Pipes, Copper and Brass Work. They keep on hand a large stock of Tin and Japan Ware, suitable for Steamboats, Hotels and Private Families. They are agents for the manufacture of McCRACKEN'S Patent Evaporating Steam Sugar Pan. They have certificates in their possession that this Pan, with the same quantity of steam, has evaporated double the quantity of cane juice of the best Pan in use. They have a working model of the Pan, which they will be happy to exhibit to any one interested in the culture of Sugar Cane.

WHEELER & FORSTALL,

d29 1y 219 Tchoupitoulas, 6 Front and 18 Fulton streets.

DR. LOCKWOOD, WHO HAS HAD FIVE YEARS experience in this city as a practitioner of medicine, for the future will attend principally to office practice. He takes this method of informing the public that he treats with unparalleled success diseases of the Head, Ear, Eye, Lungs, Liver, Heart, Kidneys, Bladder, Chronic Diarrhea, in a word, all chronic complaints, and Rheumatism in its worst form. Also, the diseases of women and children—especially of females; Prolapsus Uteri, Fleur Albus, Amenorrhœa, etc., etc., and that class of diseases termed Venereal, primary and secondary.

All who are suffering would do well to give me a call before going elsewhere, and they will receive a safe and speedy cure. I obligate myself to cure all persons who have Rheumatism or Pains in the Limbs, or make no charge for my services. My RHEUMATIC SPECIFIC can only be had at my office. This is one of my recent discoveries in Materia Medica, and it is taken with perfect safety; it being a vegetable compound.

In consequence of the many humbug advertisements in the newspapers, I with great reluctance give my name to the public.

Address or call at the DAVIDSON'S ROW, 148 CARONDELET street, between Poydras and Hevia streets.

Office up-stairs. Hours from 6 A. M. to 9 P. M.

J. E. LOCKWOOD, M. D.

BREWSTER & ZACHARIE—NO. 35 FRONT STREET, AND NO. 36 FULTON STREET.—We would respectfully call attention to our establishment, Nos. 35 Front and 36 Fulton streets, where we are prepared at all times to furnish at the shortest notice, and on most liberal terms, all kinds of COPPER, TIN AND SHEET IRON WORK, BRASS CASTINGS, BLACKSMITHING, etc. Each member of the firm giving his personal attention to each department, we can offer superior inducements to parties dealing with us.

Our facilities for furnishing the following work are not surpassed by any house in the South or West.

COPPER, TIN AND SHEET IRON PIPES;
CHIMNIES, BREECHINGS;
FIRE BEDS, ASH PANS;
STILLS, WORMS;
FILTERERS, JUICE BOXES;
CLARIFYING KETTLES;
HEATERS, etc., etc.

Attached to our establishment we have a general Furnishing Store, where all articles requisite for STEAMBOAT, PLANTATION AND HOUSE USE may be found.

PUMPS.—Worthington's Safety Steam Pump. S. P. Kase's Fire Pumps. Cast Iron, Brass and Copper Force and Lift Pumps.

STEAM GAUGES.—Schaeffer's Vacuum and Steam Gauge, a new article, showing the highest point to which steam may have been carried during its use. Hearson's Water Gauge.

TINWARE.

Chafing Dishes, Brackets;
Dish Baskets, Jelly and Cake Moulds;
Coffee and Tea Urns, Soup Tureens;
Pyramids, and other Ware, of all varieties.

Together with Cast and Sheet Iron Cook Stoves; Washing and Ironing and Box Stoves; Fancy Cabin and Parlor Stoves; Salamander and Cannon Stoves; Deck Stoves, etc.; Forges; Vice Racks; Bucket Winches; Steam Whistles and Valves; Powder Magazines; Grate Bars; Ratchet Drills; Hose; Brass, Cylinder, Bibb, Stop and Coupling Cocks; Gauge and Force Pump Cocks; Lanterns, Lamps, etc., of all descriptions.

BREWSTER & ZACHARIE,

Nos. 35 Front and 36 Fulton streets.

Sole Agents for Schaeffer's Steam and Vacuum Gauges; Hearson's Water Gauge; S. P. Kase's Fire Pumps; and G. W. Conyers's Patent Piston Heads and Grate Bars. au5 1y

GILMAN'S PNEUMATIC STEAM GRANULATOR is now in use on seven plantations, completing the largest and smallest classes; on some of which it has taken off three crops, with a combination of the following advantages over any other known application of steam to a Steam Granulator or entire steam train:

1\. It requires but a pressure of 30 pounds of steam to "strike a Battery."

2\. It requires no additional water for the boilers.

3\. Its pipes never "scale" or require cleaning.

4\. Its heating surface is equally distributed throughout the body of juice, so that an even and hard grained sugar is made.

5\. The steam being all condensed and returned to the boilers direct, no additional boilers are required where the sugar-mill boilers are large and Gilman's Bagasse Furnace is used—one pair of cylinder boilers 3 inches in diameter and 34 feet long, with Gilman's Bagasse Furnace, now furnish steam to grind the cane and run the Pneumatic Battery, making 18 hhds. sugar per day.

6\. The Pneumatic Battery or Granulator is put in operation at much less expense to the planter than any other steam battery or application of steam to making sugar, in part or entirely by steam.

For further information, a pamphlet with full specifications and drawings will be furnished on application to the subscriber, who is now prepared to make contracts for the Battery, Evaporators or Clarifiers, to be used with direct or exhaust steam.

SAMUEL H. GILMAN,

d4 1y 70 Gravier street, New Orleans, La.

OFFICE OF NEW ORLEANS SAVINGS INSTITUTION.—Office No. 141 Canal street—Incorporated under Act of the Legislature, on 15th March, 1855.

The office of the Institution will be open for the reception of Deposits every morning (Sundays excepted) from 9 to 3 o'clock, and on Saturday evenings from 5 to 8 o'clock.

Deposits of One Dollar and upwards will be received.

The employment of the funds is strictly limited by the Act of Incorporation to the Public Debts of the United States, of the State of Louisiana, and of the City of New Orleans.

Loans upon mortgage of unencumbered and unimproved Real Estate within the limits of the city of New Orleans, not exceeding 50 per cent. of the appraised cash value.

Loans upon pledge of the Stock of the Incorporated Banks in New Orleans, not exceeding 80 per cent. of the market value.

All Interest or Profit derived from the employment of the funds is to be distributed semi-annually among the Depositors.

No Trustee can directly or indirectly borrow any of the funds, or receive any pay or emolument whatever.

Certificates of deposits, having interest at a rate to be agreed upon, will be issued for sums not less than $1000 deposited for a specified time.

TRUSTEES.

George Rustis,	A. D. Kelly,	William Vogel,
W. N. Mercer,	Geo. Urquhart,	R. B. Sumner,
H. O. Duncan,	A. Heine,	George Jonas,
Wilhelmus Bogart,	P. N. Wood,	Thos. A. Clark,
Thos. A. Adams,	E. A. Bradford,	D. D. Withers,

W. N. MERCER, President.
A. D. KELLY, WM. VOGEL, Vice Presidents.
R. B. SUMNER,
D. D. WITHERS, Treasurer.

N. B.—Copies of the Act of Incorporation and By-Laws can be obtained at the office. a28 1y

NOTICE—THE DEATH OF OUR SENIOR, J. A. BEARD, will not alter the style of our firm. The business will be continued under our articles of copartnership by the survivors, C. F. GIRARDEY and C. PITTS, who respectfully solicit a continuation of the public patronage heretofore so liberally bestowed on them.

au27 1f J. A. BEARD & CO.

THE LAKE.

PRESENT ARRANGEMENT—U. S. Mail Line for Mandeville, Lewisburg, Madisonville, Covington and Abita Springs—The steamer **Virginia Pearl,** Capt. Dowd, will leave for the above and all intermediate landings, and return as follows:

Leaves New Orleans by Pontchartrain Railroad:		Returning, leaves Covington:	
MONDAY	12 M. cars	*MONDAY	4 A. M.
WEDNESDAY	12 M. cars	TUESDAY	5½ A. M.
THURSDAY	12 M. cars	THURSDAY	5½ A. M.
FRIDAY	12 M. cars	FRIDAY	5½ A. M.
SATURDAY	12 M. cars	SATURDAY	5½ A. M.

* Arrives at the Pontchartrain Railroad Depot in time for the 10 A. M. train for the city.

Passage, $1. Meals, 50 cents.

For further particulars, apply on board, or to

P. H. BRINTON & CO., Agents,

au27 tf 12 Canal street.

FOR MOBILE—DAILY U. S. MAIL LINE—Summer Arrangement—The splendid packet steamer **California,** Hutchings, **Oregon,** Myers, master, built expressly for the Lake trade, with superior accommodations—one of the above steamers will leave the Pontchartrain Railroad DAILY on the arrival at the Lake of the 12 o'clock, M. cars, stopping (water permitting) each way, at Bay St. Louis and Pass Christian, and at Pascagoula on Tuesday and Saturdays going, and on Mondays and Thursdays returning.

jel R. GEDDES, Agent, 10 Bank Place.

LAKE SHORE PACKET STEAMER Creole—For Ocean Springs, and intermediate landings.—The new and splendid low pressure packet steamer CREOLE, Lewis Nelson, master, built expressly for this trade, with superior accommodations, will leave the Pontchartrain Railroad on the arrival at the Lake of the cars, as follows.

From New Orleans.		From Ocean Springs.
MONDAY	7½ A. M cars.	SUNDAY EVENING.
TUESDAY	9 A.M cars.	MONDAY EVENING.
THURSDAY	9 A.M cars.	WEDNESDAY EVENING.
SATURDAY	4 P.M cars.	FRIDAY MORNING.
For Biloxi.		From Biloxi.
FRIDAY	4 P. M cars.	SATURDAY MORNING.

RATES OF FARE:

Cabin Fare to Bay St. Louis and Pass Christian	$2 00
Children and Servants	1 25
Deck	1 00
Cabin Fare to Mississippi City, Biloxi and Ocean Springs	2 50
Children and Servants	1 50
Deck	1 25

R. GEDDES, Agent, 10 Bank Place.

New Orleans, June 1, 1857. jel

RAILROAD TRAVELING.

PONTCHARTRAIN RAILROAD—FALL ARRANGEMENT—Departure of the Cars—From and after Thursday, Sept. 3, 1857, the steam train will leave as follows:

—The Lake—			—The City—		
At	5 o'clock	A. M.	At	6 o'clock	A. M.
At	6½		At	7½	
At	8		At	9	
At	10		At	11	
At	11½		At	12	M
At	1	P. M.	At	2	P. M.
At	3		At	4	
At	4½		At	5	
At	5½		At	6	
At	6½		At	7	
At	7½		At	8	
At	9		At	9½	

On Sundays the train will leave the city every hour from 9 o'clock A. M., until 10 o'clock P. M.

A Horse Car will leave the city depot every morning at 4 o'clock, and the Lake every night, one hour after the last steam train. Extra or special trips when required, by notifying the conductor.

A Station House has been erected at Gentilly Ridge, which is also made a Flag Station, where the steam train will stop when required from 8 A. M. to 7 P. M.; except on down trips, 11, 12 and 1 o'cl'k, and up trips 11½ and 4½ o'cl'k. Fare each way in steam trains 15 cents. Tickets now must be purchased at the ticket office and the conductor notified.

The daily Horse Car, to and from Gentilly Ridge, stopping as required, will come up from the Lake at 6½ o'clock A. M., and will leave as follows:

—The City—			—The Gentilly Ridge—		
At	9 o'clock	A. M.	At	10 o'clock	A. M.
At	12		At	1	P. M.
At	4	P. M.	At	5½	
At					

For the Lake—Each trip immediately after steam train. jy19 tf

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

A Passenger Train leaves New Orleans, daily, at 7:30 o'clock A. M.; arrives at Brookhaven, Miss., one hundred and twenty-eight miles from New Orleans, at 2:25 o'clock P. M. Returning, leaves Brookhaven every day at 8:20 o'clock, A. M., and reaches New Orleans at 3:18 o'clock, P. M.

FARE—Three cents per mile, each way. Children under five years of age, free. Children between five and twelve years of age and colored persons, half price.

SEASON TICKETS may be obtained at the offices of the Company, corner Calliope and Magnolia sts.; also, family tickets, wholes or halves, in packages of twenty-five, at a reduced price.

Colored persons are not permitted to ride in the trains without a written pass, expressly authorizing them to do so, and naming the stations to and from which they may go. As the pass will be retained by the Conductor, and will be good for a trip in one direction only, those making a trip both ways will have to be provided with two.

A FREIGHT TRAIN leaves New Orleans for Brookhaven and intermediate stations at 4:30 A. M., every Tuesday, Thursday and Saturday; leaves Brookhaven for New Orleans and intermediate stations every Monday, Wednesday and Friday morning, at 3:30 o'clock A. M. This train stops on Fridays and Saturdays at Flag Stations, (midway between regular stations), to receive and deliver freight, but not on any other days.

No freight will be received at the New Orleans depot after 5 o'clock P. M.

T. S. WILLIAMS, Sup't Transportation.

A line of four horse mail stages runs from Brookhaven to Jackson, and from Jackson to Brookhaven every day connecting with the passenger trains. s8 tf

NEW INLAND ROUTE TO TEXAS—For Galveston and Indianola, (Powder Horn)—Saving us One Day's Time, as well as Reduced Rates for passage, freight and insurance.

Leaving every SUNDAY and THURSDAY, by the NEW ORLEANS AND OPELOUSAS RAILROAD,

Connecting at Berwick's Bay with the new and splendid steamships GALVESTON and OPELOUSAS, of 1200 tons burthen each, built expressly for this route, and so constructed as to avoid the dangers and delays heretofore arising from the passage of the Texas bars.

Passengers will leave New Orleans from the Ferry Landing, opposite Jackson Square, on SUNDAY and THURSDAY MORNING, at 10 o'clock, commencing on Sunday, the 10th of May, 1857.

The OPELOUSAS, Capt. A. Van Horne Ellis, will leave on SUNDAYS, and the GALVESTON, Capt. Henry Denison, on THURSDAYS.

Returning, the days of leaving Indianola will be WEDNESDAYS and SATURDAYS; and Galveston on SUNDAYS and THURSDAYS.

Freight will be received daily, Sundays excepted, at the Company's Landing, in New Orleans, at the foot of St. Louis street, and will be transported through to ports of destination without extra charge of any kind, at the lowest rates heretofore charged by the line of outside steamers.

For freight or passage, apply at the office of the Company, (the only office of the line in New Orleans) corner of St. Peter and Levee streets, opposite Jackson Square, where cabin plans of the steamers may be seen, and state-rooms secured.

A. B. SEGER, Vice President

my11 tf N. O., Opelousas and G. W. Railroad Co.

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

SUMMER ARRANGEMENT.

Ferryboats connecting with the Passenger Trains leave the foot of St. Ann street, Jackson Square, EVERY MORNING, at 7½ o'clock, precisely.

—Outward Trains Leave—

Algiers Depot	at 8	A. M.
Gretna	at 8.30	A. M.
Arrive at Brashear City, Berwick's Bay	at 12	M.

—Inward Trains Leave—

Brashear City	at 1	P. M.
Arrive at Gretna	at 4.30	P. M.
Arrive at Algiers	at 5	P. M.

Express trains, stopping at regular stations only, leave Algiers depot every Sunday and Thursday at 10½ o'clock A. M. Ferry boats connecting with the same leave the foot of St. Ann street at 10 o'clock precisely.

Freight will be received for Berwick's Bay and intermediate stations on the wharf foot of St. Louis street, every day. All up freight, except that intended for Texas, must be paid by shippers. o21

GREAT CENTRAL ROUTE—THE SHORTEST, CHEAPEST and ONLY RELIABLE LINE FROM NEW ORLEANS —To— Chicago, Detroit, Buffalo, Niagara Falls, New York, Boston, Philadelphia, Montreal, Saratoga Springs, the White Mountains, etc.

A splendid passenger steamer leaves New Orleans daily at 5 o'clock P. M. from Cairo, from which point there is continuous railway communication with all the Northern and Eastern cities.

ILLINOIS CENTRAL RAILROAD.

Two trains leave Cairo daily—

Morning Express at 6 A. M.
Evening Express at 6 P. M.

Connecting at SANDOVAL with Ohio and Mississippi Railroad, for St. Louis; at PANA with Terre Haute and Alton Railroad, for Louisville and Cincinnati; at DECATUR with Great Western Railroad, for Springfield, Jacksonville and Naples; at LASALLE with Rock Island Railroad, for Rock Island, Davenport and Peoria; at MENDOTA with Chicago and Burlington Railroad, for Galesburg, Burlington, Quincy and Central Iowa, arriving at DUNLEITH in 24 hours.

One of the Minnesota Packet Company's steamers leave Dunleith for St. Paul, and all intermediate landings, on arrival of the cars from Cairo.

Going East, there is no change of cars between Cairo and Chicago, and but three from Cairo to New York. Through to Chicago in 18 hours; Niagara Falls 35 hours; New York 48 hours. Baggage checked through.

For through tickets, or information, apply at the Illinois Central Railroad Ticket Office, under the St. Charles Hotel, St. Charles street, New Orleans.

o5 1y W. E. REDDING, Agent.

THE GREAT NATIONAL ROUTE TO THE EAST—BALTIMORE AND OHIO RAILROAD.—Which forms the grand central link in the chain of communication between the Mississippi and the Atlantic, terminates at

WHEELING, BENWOOD and PARKERSBURG, ON THE WEST; and

WASHINGTON CITY and BALTIMORE ON THE EAST.

At which places it unites with RAILROADS and STEAMBOATS, etc., for all points, East and West. Is the ONLY ROUTE by which THROUGH TICKETS TO WASHINGTON can be procured, to which point, as well as to BALTIMORE, it is the shortest, most direct and in every respect the most reliable route. It is the only route by which purchasers of Through Tickets to New York are enabled to reach the cities of Baltimore, Philadelphia and New York, at the cost of a ticket to New York only, thus enabling business men and travelers for pleasure or information to visit three of the principal cities in the Union for less cost than can be afforded by any other route.

To passengers from New Orleans, Vicksburg, Natchez, Memphis and the South-west generally, traveling by the boats upon the Mississippi river, a CHOICE OF ROUTES to the east, by the Baltimore and Ohio Road and connections, is offered.

FIRST.—They may leave the boats at CAIRO, (at the mouth of the Ohio) and thence by the Illinois Central Railroad go to SANDOVAL (118 miles) or PANA (172 miles) and thence by Ohio and Mississippi, or Terre Haute and Alton Railroad, turn eastwardly. By this route the traveler passes through Terre Haute, Indianapolis, Dayton and Xenia, to Columbus, Ohio.

SECOND.—The South western river traveler may continue upon the U. S. Mail boats up the Ohio to Louisville or Cincinnati, and then take the CARS FOR THE EAST, via the Little Miami and Central Ohio Railroad, which takes him directly to BELAIR, four miles below Wheeling, where he takes the cars on the Baltimore and Ohio Railroad.

Travelers are requested to notice that while this is the only route affording Through Tickets to all the Eastern cities at the same rates as charged by other routes to New York only, it is also the shortest, most speedy and direct, to all the leading points in the East. The distance from Columbus to Baltimore is only 576 miles, being about 100 miles shorter to New York than by any other route. There are less changes of cars by this route, and consequently less detention than by any other.

By the Express Train of this route the time from CAIRO to BALTIMORE or WASHINGTON is but FORTY-THREE HOURS.

Be particular and ASK FOR TICKETS VIA BALTIMORE AND OHIO RAILROAD.

Through Tickets, allowing the holders to stop at any point on the route, and resume their journey at pleasure may be purchased of W. E. REDDING, at the office of the Illinois Central Railroad, under the St. Charles Hotel, New Orleans.

J. KENNEDY METTEE,

Agent B. & O. R. R., New Orleans,

JOHN M. SHARP, General Agent. my2 tf

MOSELLE MUSCATEL—25 cases Sparkling, in store and for sale by S. WOLFF, 95 Camp street.

STEAMBOAT DEPARTURES.

FOR RED RIVER.

Leaves on TUESDAY, 15th inst., at 5 o'clock P. M.

INDEPENDENT PEOPLE'S LINE.

FOR JEFFERSON, PORT CADDO, Smithland, Benton, Swanson's Landing, Shreveport, Grand Bayou, Saint Maurice Grand Ecore and Alexandria, the superior light draft passenger packet steamer **Linda,** Capt. W. Maine, will leave for the above and all intermediate landings. For freight or passage, apply on board, or to T. B. SMITH,

se8 4 Tchoupitoulas street.

Leaves on TUESDAY, September 15th, 4 o'clock P. M.

FOR JEFFERSON, SMITHLAND, Port Caddo, Benton, Mooring Landing, Swanson Landing, Shreveport, Grand Bayou, Campte, Grand Ecore, Alexandria, Gorton's Landing, and all intermediate landings, the light draught steamer **Hope,** C. McClure, master, George Rease, clerk, will leave as above and give through bills of lading to Jefferson, and is now receiving freight at the foot of Bienville street. For freight, apply on board, or to F. G. RANDOLPH & CO.,

se14 42 Union street.

Leaves on WEDNESDAY, 16th instant, at 5 P. M.

FOR SHREVEPORT DIRECT. The new, magnificent light draft passenger packet steamer **Sunbeam,** A. D. Denslow master, will leave as above positively, for Shreveport, Grand Bayou, Grand Ecore, Coille, St. Maurice, Campte, Alexandria Gorton's and all intermediate landings. For freight or passage apply on board, or to T. B. SMITH,

se14 4 Tchoupitoulas street.

Leaves on SATURDAY, 19th inst., at 5 o'clock P. M.

FOR JEFFERSON, TEXAS DIRECT—For Jefferson, Shreveport, Grand Bayou, Campte, Grand Ecore and Alexandria, the new and very light draft steamer **Bloomer,** Perry, master, will leave for the above and all intermediate landings. For freight or passage, apply on board or to

se12 SPEAKE & McCREARY, 3 Tchoupitoulas st.

FOR ATCHAFALAYA RIVER.

Leaves WEDNESDAY, 16th instant, at 12 o'clock M.

FOR OPELOUSAS—THE NEW STEAMER **Anna Perret,** Capt. G. E. Louallier, built expressly for the trade—in place of the steamer W. G. Young—will leave as above taking freight for Old River, Simmsport and all landings on the Atchafalaya. For freight or passage, apply on board, or to

J. M. JOHNSTON & CO., 3 Front Levee st.

jy14 tf rear Customhouse street.

FOR YAZOO RIVER.

Leaves on TUESDAY, September 15th, at 5 o'clock P. M.

FOR LEFLORE, GREENWOOD Sidon, Tchula, Yazoo City, Satartia, Vicksburg, and all intermediate landings, the regular passenger packet steamer **Osprey,** H. Woods, master, George Conner, clerk, will leave as above positively, and is now receiving freight at the foot of Bienville street. For freight or passage, apply on board, or to

F. G. RANDOLPH & CO.,

se10 42 Union street.

OUACHITA RIVER.

Leaves on TUESDAY, the 15th inst., at 5 P. M.

FOR OUACHITA RIVER—THE light-draught, fast running steamer **Young America,** George Smith, master, now undergoing repairs, will be ready to receive freight at the foot of Customhouse street on FRIDAY MORNING, 11th inst., and will leave as above for Trenton, Monroe, Columbia, Harrisonburg, Trinity and all intermediate landings. Will give through bills lading. Will also receive freight for Camden, with the privilege of reshipping. She draws only 12 inches water. For freight apply on board, or to T. B. SMITH,

se9* No. 4 Tchoupitoulas street.

REGULAR PACKETS.

Leaves WEDNESDAY, 16th instant, at 5 o'clock P. M.

REGULAR WEDNESDAY PACKET—The superior running packet steamer **R. W. Powell,** J. H. Estes, master, will leave for Carolina Landing, Ashton, Pilcher's Point, Skipwith's Landing, Lake Providence, Cottrack's Landing, Milliken's Bend, Vicksburg, Grand Gulf, Rodney, Natchez, Fort Adams, Red River Landing, Bayou Sara, Port Hudson, Baton Rouge, Plaquemine and Donaldsonville as above. The R. W. Powell will take Yazoo river freight, and sign through bills of lading, with the privilege. For freight or passage, apply on board, or to

T. B. SMITH, Agent

se5 4 Tchoupitoulas street.

Leaves every WEDNESDAY, at 5 P. M.

REGULAR WEDNESDAY VICKSBURG Packet **Magnolia.**—The steamer MAGNOLIA, St. C. Thomasson, master, will leave for Vicksburg, Warrenton, Grand Gulf, St. Joseph, Rodney, Waterproof and Natchez, as above, commencing on WEDNESDAY, the 16th of September, 1857. For freight apply on board, or to

se7 tf GEO. D. HITE & CO., 23 Front street.

Leaves every THURSDAY, at 5 o'clock, P. M.

REGULAR THURSDAY, U. S. Mail Packet steamer **R. W. McRae,** J. M. White, master, will leave for Carolina Landing, Ashton, Pilcher's Point, Skipwith's Landing, Lake Providence, Cottrack's Landing, Milliken's Bend, Vicksburg, Grand Gulf, Rodney, Natchez, Fort [illegible] Red River Landing, Bayou Sara, Port Hudson, B[illegible] Plaquemine, and Donaldsonville, carrying the U[illegible] For freight or passage, having unsurpassed accommodations, apply on board, or to

GEO. D. HITE & CO., 23 Front street.

The R. W. McRAE, will take Yazoo river freight and sign through bills lading for it, with the privilege of reshipping on steamer U. S. Aid. je17

1857—1858—LEAVES EVERY SATURDAY, at 5 o'clock P. M.—REGULAR SATURDAY PACKET.

The magnificent passenger packet steamer **Eclipse,** L. W. Broadwell, master, will leave regularly as above, commencing on SATURDAY, the 19th September, for Baton Rouge, Bayou Sara, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg. For freight or passage, having unsurpassed accommodations, apply on board, or to

GEO. D. HITE & CO., 23 Front street.

Passengers and shippers can rely on the steamer Eclipse taking her place in the above trade on SATURDAY, 19th September next. jy24

NAPOLEON—Positive Fall Arrangement—NEW ORLEANS AND NAPOLEON TRADE—The new and splendid fast running passenger packet steamer **Judah Touro,** C. W. Ewing, master, will run as a regular ten day packet in the New Orleans and Napoleon trade, commencing on the 16th of September next, leaving New Orleans regularly every ten days for Napoleon, Gaines' and Gaston's Landings, Columbia, Greenville, Kentucky Bend, Lake Washington, Point Worthington, Grand Lake, Princeton, Carolina Landing, Ashton, Pilcher's Point, Skipwith's Landing, Lake Providence, and all intermediate landings. Plantation business attended to promptly.

GEO. D. HITE & CO., Agents, 23 Front street.

Passengers and shippers can rely on the JUDAH TOURO taking her place in the above trade on the 16th of September, 1857.

COAST PACKET STEAMER Bella Donna—To and from New Orleans, Bayou Sara, Fort Adams, Williamsport, Port Hudson, and all intermediate landings, the BELLA DONNA, Wm. McCombs, master, will resume her old trips, commencing Saturday, August 15th, and will continue throughout the season leaving New Orleans every Saturday evening, at 5 o'clock, and Bayou Sara every Wednesday evening, on the arrival of the cars from Woodville.

A clerk will be on the Levee to receive freight on Thursday morning.

Particular attention paid to the receiving and landing of passengers and freight at all hours of the day and night.

je29 tf HOLMES & CLAUSS, 14 Tchoupitoulas st.

SUMMER ARRANGEMENT—Steamer **Ben Franklin,** Jos. D. Clarke, master, for Cairo, Hickman, Memphis, Helena, Napoleon, Greenville, and all the Bends, will leave on the following days throughout the season, connecting at Cairo with the Illinois Central Railroad for St. Louis and all the Eastern cities, and at Memphis with the Memphis and Charleston Railroad for Nashville, Huntsville, Tuscumbia, Knoxville, Chattanooga and the Virginia Springs—

Leaves New Orleans WEDNESDAY, Sept. 23, at 5 P. M.
Leaves New Orleans WEDNESDAY, Oct. 7, at 5 P. M.
Leaves New Orleans WEDNESDAY, Oct. 21, at 5 P. M.

The Ben Franklin is unsurpassed in point of speed and comfort by any boat, having very large and airy rooms arranged expressly for the accommodation of families.

Passengers can depend on this boat leaving as advertised.

Staterooms can be engaged for any of the above trips on application to her agents, where a plan of her cabin can be seen.

JOHN E. HYDE & CO., 65 Poydras street,

W. E. REDDING, Railroad Agent,

je9 under St. Charles Hotel.

The Ben Franklin will attend to her Memphis, Bend, Way and Plantation business as usual.

THE STEAMER JAMES E. Woodruff, C. S. Rogers, master, will leave New Orleans for St. Louis the coming season as follows:

THURSDAY, Sept. 17.

au6 BELL, BUCHANAN & CO., No. 67 Tchoupitoulas.

A plan of the cabin can be seen and rooms secured by calling at the office of the agents.

UNITED STATES TRI-WEEKLY MAIL LINE TO VICKSBURG.

ON TUESDAY, at 5 P. M.	ON THURSDAY at 5 P. M.	ON SATURDAY, at 5 P. M.
The magnificent U. States Mail packet **Princess,** Capt'n Wilson, will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg every TUESDAY, at 5 o'clock P. M. The PRINCESS connects at Vicksburg with the steamer U. S. AID, and will take freight for all the landings on Yazoo river as high as Greenwood.	The magnificent U. S. mail packet **R. W. McRae** Capt. J. M. White, will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton, Vicksburg, Milliken's Bend, Lake Providence, Stack Island and Skipwith's landing every THURSDAY at 5 o'clock P. M. The R. W. McRAE connects at Vicksburg with steamer Ranger, taking freight for all landings on Yazoo river as high as Greenwood.	The magnificent U. States mail packet **Natchez,** Capt'n T. P. Leathers, will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, Saint Joseph, Grand Gulf, Warrenton and Vicksburg every SATURDAY, at 5 o'clock P. M. The steamer NATCHEZ connects at Vicksburg with the steamer RANGER, and will take freight for all the landings on Yazoo river as high as Greenwood at through water rates.

The above mentioned splendid passenger packets will leave on their regular days, without fail, at the hour appointed. All business entrusted to their care will be promptly and faithfully attended to.

These boats will not be responsible for any letter or package containing money, jewelry or other valuables, unless regular bills of lading are taken, specifying the contents and values, and the freight paid; nor for any valuables deposited with the clerk by the passengers, or contained in their baggage.

For freight or passage apply on board, or to

CARROLL, PRITCHARD & CO.,

Union Row, 55 Carondelet st.

au4 tf T. B. SMITH, No. 4 Tchoupitoulas st.

PERSEVERANCE DOOR, BLIND AND SASH FACTORY,

Corner of St. Charles and Clio streets, New Orleans.

GEORGE PURVES, Architect and Builder, respectfully informs his friends and the public that he has, in addition to his former business, commenced the manufacture of Doors, Sashes and Blinds of every description at the above establishment.

All orders left at his office, 18 Commercial Place, the factory, or at the Mechanics' Exchange, Box 24, will be promptly attended to. my7 6m

MOLASSES—MOLASSES—MOLASSES—MOLASSES. Superior Sugar-House and Steam Refined Syrup Molasses, from the

ORLEANS,
LOUISIANA
and
CITY REFINERY,

For sale A. THOMPSON & CO.,

ja21 48 Tchoupitoulas street.

THE GEM FANCY AND FAMILY GROCERY STORE, No. 23 Baronne street; E. L. BERCIER, Agent.

A large assortment of Choice GROCERIES, WINES and LIQUORS.

CHAMPAGNE, of the best brands, in quarts and pints; other FINE WINES; Superior OLD BRANDY and other Liquors; Superfine CORDIALS, and a variety of Fancy Articles of the very best qualities always on hand, at low prices.

Goods delivered to families free of drayage. 1y

LARD OIL—200 bbls choice Cincinnati Winter Strained for sale by JOSEPH LANDIS & CO.,

ac31 33 Tchoupitoulas street.

New Orleans Daily Crescent.

TUESDAY MORNING, SEPTEMBER 15, 1857.

Canvass in the Third District.

The following in relation to the canvass in the Third Congressional District we clip from the Baton Rouge Advocate, of the 8th instant:

HON. L. J. SIGUR.—This gentleman opens his canvass to-day in Iberville parish, at Bayou Goula. He informed us that it was his intention to thoroughly canvass the District, visiting in person every parish and neighborhood. There is no doubt but that Mr. Sigur will make a desperate effort to obtain a verdict from the people against Mr. Davidson and the manner of his nomination. Col. D., as the Democratic nominee, as the candidate of a convention of the people, ought promptly to meet his assailant at every point. We trust he will do so, that the people of the District may fully understand the whys and wherefores of this family broil. Mr. Sigur, we learn, does not claim to be a party nominee; we claim that Col. Davidson is, and fully believe that he can sustain himself before his Democratic constituents. There is work to be done in the canvass, and we feel sure that Col. Davidson will set a good example to his friends. Bravery and vigor in the leader inspires bravery and vigor in the follower—the timid must stand aside or be thrown overboard after the battle opens.

Trot old Tom Green out. Make him face the music. The people will profit by the exhibition. Let there be a fair fight between truth, vigor, patriotism and fidelity to the South on one side, and falsehood, wireworking and disloyalty to the South on the other. Both are exemplified in the struggle between Sigur and Davidson. But, can old Tom Green be "brought to the scratch?" We doubt it. The able, eloquent and truthful Sigur will skin him if ever he catches him.

We are decidedly in favor of the election of Waterston, because he belongs to our party, and we know him to be as true as steel on all questions where Southern Rights, honor and safety are involved. We believe he will be elected, and think he ought to be elected. But should our anticipations prove unfounded, and should Mr. Sigur prove successful, simple justice requires that we should say the rights of the South will be safe in his custody. In the hands of Davidson those rights would be bartered and sold and transferred, just as expediency or profit might require.

STEAMSHIP GALVESTON.—The steamship Galveston, Capt. C. P. Washburn, left Galveston Sunday, at 1 o'clock, P. M., and arrived at Berwick's Bay yesterday at 11 o'clock, A. M., bringing a good number of passengers.

FIREMEN'S RIOT.—On the evening of the 5th inst., a terrible riot occurred in Baltimore between three fire companies of that city. Firearms and other weapons were freely used, and several persons were severely wounded.

JEALOUSY, MURDER AND SUICIDE.—On the 7th inst., in Gloucester, Mass., Mr. Samuel Davis shot his wife dead with a revolver, and with another shot killed himself. Both of them were young. Jealousy is said to have been the cause of the deed.

JUDGE WATTERSTON.—We had the pleasure of a visit from our candidate for this Congressional District, on Saturday last, says the Baton Rouge Sugar Planter of the 12th inst., and though still feeble and suffering much from his recent severe illness, he is visiting his friends in the different parishes, until his health is sufficiently restored to enable him to take the stump.

THE VACANT BENCH OF THE SUPREME COURT.—It seems to be very generally believed that Mr. Justice Curtis' seat on the bench of the Supreme Court will be filled by Mr. Toucey, the present Secretary of the Navy. In this event it is supposed that Mr. Nathan Clifford, of Maine, will succeed Mr. Toucey in the Navy Department. It will be remembered that Mr. Clifford was a prominent candidate for a seat in the Cabinet under the present administration, and that for some time it was deemed very doubtful whether he or Mr. Toucey would be the Cabinet member from New England. Justice Curtis, it is said, resigns on account of his private affairs, and not from any dissatisfaction with the views of the majority of the body. [Baltimore Sun.

HEAVY SEAS.—We learn from the master of one of the many vessels that have put in this port for a harbor from the Northeaster of Sunday night and Monday, that the roll of the waves along our coast and even inside the Capes, was unusually heavy. The waves dashed completely over the vessels and submerged them entirely, causing great difficulty in getting them free of the water that threatened to carry them down, and requiring the exercise of much effort and nautical skill to get into port without disaster. [Norfolk (Va.) Argus.

Local Intelligence.

MORTUARY.—The total number of interments during the past week in the New Orleans cemeteries was 106. No yellow fever.

FIREMEN'S CELEBRATION.—The members of Columbia Fire Company No. 5 celebrated their twenty-third anniversary on Sunday last, at Lake Borgne, and, according to the glowing accounts given us—not being able to be present ourself—of the proceedings, had the jolliest and finest time generally. Their appearance, as they passed down to the Mexican Gulf Railroad depot, drawing their machine with them, was characteristic of the well-known energy and effectiveness of the Company. Their free and easy costume—not wearing their jackets—displayed the sinewy and active forms of the young men to advantage. Leaving the engine in care of Hope Hook and Ladder Company—who courteously tendered them the use of their house for that purpose—the procession marched to the train, and in due time arrived safely at Lake Borgne. A couple of hours were spent pleasantly, bathing, examining the fort, etc., and then dinner was announced. The banquet—for it was a genuine one—was done justice to, and another couple of hours were joyfully passed in the flowing forth of sentiment and song, and the flowing down of excellent champagne. About half-past 7 o'clock the cars arrived in town, and the members marched to Hope's house, received their engine, and acknowledged gratefully the courtesy of their brothers. They then proceeded up town, forming a torchlight procession, and, preceded by the music, made a most imposing turnout. After marching some time and partaking of liquid refreshments, the Company dispersed, every one being pleased with the day's enjoyment.

DOINGS OF DARKIES.—Rascality among the colored folks assumed an epidemical form during the last day or two. Besides several delinquencies of smaller moment, the following were alleged to have been committed: Nero, an inappropriately named black rascal, was charged by F. Delony, from information received, with having attempted to violate the person of a woman between 10 and 11 o'clock on Sunday morning, on the New Canal Shell Road. The woman was rescued by a Doctor, whose name we could not learn, who conveyed her to the St. Anne's Asylum, of which she is an inmate, and where she is lying ill from the violence used by the scoundrel to effect his purpose. The negro escaped into the woods, but was pursued and captured by Delony. The slave was taken from him by the master of a schooner, who however subsequently delivered him into custody. The owner of the slave, we believe, is a Mr. Gusman.

A slave named Barras, belonging to Mr. Piquel of the Third District, contrived to make a large haul from his master a few nights ago, getting off with about $905. A slave girl named Annette, belonging to Mr. J. B. Perault, has got the credit of helping Barras. They were both caught on Sunday night, on Casacalvo street, and a considerable portion of the property was found with the principal offender. He had $500 in gold, $120 in notes, a few dollars in silver, and two watches and chains.

A negro named Bob, owned by Mr. Stanley, was before Recorder Adams of the Fourth District, yesterday, and was remanded to await an inquiry into a charge preferred against him of having attempted to fire a residence up town.

RECORDER SMITH'S COURT.—The slave Nero, mentioned elsewhere, was sent to prison to await examination on the 25th inst.

Dr. Elliot's slave William was arraigned on a charge of having filched $15 in gold from a tin box in the store of S. Schwerin, No 172 Poydras street. His case was docketed for examination the 18th September.

Charles Hamer and Charles Rebman, for breaking out on Poydras street under the influence of whisky, in a most obstreperous manner, had to pay $20 each for exercising their lungs at the expense of their neighbors, who were sensitive about the auricular organs. Henry Jones was fined $20 also for insulting John O'Connor, and promising to whale him some time after date.

Phœbe Smith, charged with having a masculine friend of hers; Bernard Fox charged with whaling John Ford (John was fined $5 for taking the licking without the law of Bernard); Henry Streter charged with bulging in William Ebberts top story with a hatchet, and Mike Harrigan and his better half, charged with pummeling one of their acquaintances, were all dismissed, the injured individuals not appearing to make them face the music.

RECORDER FABRE'S COURT.—P. Carroll was arraigned on a charge of having knowingly passed a bogus five dollar bill on J. Hote, a restaurant-keeper, at the corner of Customhouse and Franklin streets. Gave bail.

The charge against M. Glaurie, of being in the habit of making that part of the night hideous that settles down on Bourbon street, between St. Philip and Main, and disturbing the peace of the inhabitants of that section, was inquired into and dismissed.

Atrocities of the Sepoys in India.

We find in the English papers received by the last arrival, accounts of atrocities in India which seem almost incredible. From a letter from Bengalore we extract the following:

We have had an awful time of it, I can assure you, though we ourselves have been mercifully kept from alarm and danger. No words can express the feeling of horror which pervades society in India, we hear so many private accounts of the tragedy, which are too sickening to repeat.

The cruelties committed by the wretches exceed all belief. They took forty-eight females, most of them girls of from ten to fourteen, many delicately nurtured ladies—violated them, and kept them for the base purposes of the heads of the insurrection for a whole week. At the end of that time they made them strip themselves, and gave them up to the lowest of the people, to abuse in broad daylight in the streets of Delhi. They then commenced the work of torturing them to death, cutting off their breasts, fingers and noses, and leaving them to die. One lady was three days dying. They flayed the face of another lady, and made her walk naked through the street. Poor Mrs. ——, the wife of an officer of the —— regiment, at Meerut, was soon expecting her confinement. They violated her, then ripped her up, and, taking the unborn child, cast it and her into the flames. No European man, woman or child, has had the slightest mercy shown them. I do not believe that the world ever witnessed more hellish torments than have been inflicted on our poor fellow-country-women. At Allahabad they have rivaled the atrocities of Delhi. I really cannot tell you the fearful cruelties these demons have been guilty of—cutting off the fingers and toes of little children, joint by joint, in sight of their parents, who were reserved for similar treatment afterwards.

Another letter, speaking of the outbreak at Allahabad, says:

The officers were at mess when the wretches sounded the alarm bugle to bring them to the parade, and shot them down right and left. Wretched murderers, may they receive their reward! Nine poor little ensigns doing duty with the regiment were bayoneted to death in the mess-room, and three of the officers who escaped heard their cries as they passed. Poor boys, who have never given offence to any native, nor caused dissatisfaction to the Sepoys. Five officers were shot belonging to the regiment, besides the nine poor boys. Birch and Innes, with the sergeant-major, in all seventeen military men, many merchants and others were most cruelly butchered—in all fifty-nine Europeans fell that night by the hands of the murderous Sepoys. The treasury was plundered, the prisoners released from jail, and the work of destruction commenced. The whole station was destroyed, house after house plundered and fired.

Every day we have had expeditions to burn and destroy disaffected villages, and we have taken our revenge.

I have been appointed chief of a commission for the trial of all natives charged with offences against government and persons; day by day we have strung up eight and ten men. We have the power of life and death in our hands, and I assure you we spare not. A very summary trial is all that takes place; the condemned culprit is placed under a tree with a rope round his neck on the top of a carriage, and when it is pulled away off he swings.

American Meeting in Ouachita.

At a meeting of the American party, convoked in Monroe, on the 29th of August, 1857, on motion of A. C. McKeen, S. L. Slack was appointed Chairman, and Nat Rives Secretary.

On motion of C. C. Henderson, a committee of one from each parish was appointed to examine credentials and report a basis of voting. The committee reported the following delegates present, viz.: for Ouachita, S. L. Slack, C. C. Henderson and A. C. McKeen; Morehouse, (by proxy,) W. J. Q. Baker; Union, F. M. McCormick and Allen Carr; Jackson, Wm. Lewis, Cullen Yawn and Nat Rives.

On motion of A. C. McKeen, Willis Wood, of the parish of Jackson, was nominated by acclamation, and a committee of one from each parish appointed to notify him of his nomination, consisting of W. J. Q. Baker, A. C. McKeen, F. M. McCormick and M. Roman.

On motion, the Convention adjourned.

S. L. SLACK, Chairman.

NAT RIVES, Secretary.

Department News.

The Washington Union, of the 8th inst., has the following:

THE GRANT OF LANDS TO FLORIDA AND ALABAMA.—The Commissioner of the General Land Office has determined the principle on which the adjustment of the grant of land by Congress to the States of Alabama and Florida by the act of May 15, 1856, is to be made, which is the basis established by the grant of lands to the States of Alabama and Mississippi. This decision, though it treats the grant as a *severalty* to Alabama and Florida, recognizes the railroad as a continuous road, it being so ordered by the terms of the act, though running through both States, and decides that, as the purpose of the grant is to give lands within prescribed limits, these lands should be co-extensive with the line of route, taking care to certify to each State only such lands as may fall within its geographical and the prescribed limits.

PUBLIC SURVEYS IN OREGON.—Returns have been received by the General Land Office of the extension of the coast meridian east of Cape Blanco from township 26 south, between ranges 13 and 14 west, to township 37 south, of the Willamette meridian, in place and by offset sixty miles. The meridian line intersects in place and by offset Coquille river twice in township 28 south; Sequalchin creek in township 30 south; Floores's creek and trail from Port Orford to Gold mines in township 31 south; Pack trail from Port Orford to Rogue river in township 32 south; the Pacific ocean in township 34 south, and Rogue river in township 35 south.

THE ACTION OF THE NEW CONVENTION.—We have frequently attended conventions of the Democratic party, and we never witnessed a greater spirit of concession and conciliation for its success than was manifested among the delegates assembled on that occasion. They did everything that honorable men could do to heal the dissension in our ranks. As to requesting Col. Davidson to withdraw, all agreed. He had said that if he were objectionable to a respectable portion of the Democracy he would withdraw. To exhibit to him in a proper manner that he was objectionable to a "respectable portion" of the Democracy, in the opinion of some, was all that was necessary to his withdrawal; but others thought he would not keep his pledge publicly made, and correctly, as the reply of Col. Davidson proves, and that he would run let the consequences be what they would. Acting upon that maxim taught by Andrew Jackson, they determined to "demand nothing but what was right, and submit to nothing that was wrong." To prevent the necessity of the adjournment and the re-assembling of the convention, in case Col. Davidson should refuse to withdraw, they nominated Hon. L. J. Sigur, and determined that if Col. Davidson should comply with his pledge to retire, that Mr. Sigur should be withdrawn, and then leave the matter with the people of the whole district. They adopted this course for the further reason that they were unwilling to request of Col. Davidson anything which they would not also do. They appealed to Col. Davidson in the name of Democracy, and for the success of the State and local tickets. Was this course right? Have the new convention done that which they ought to have done? Have they not done that which the warmest supporters of Colonel Davidson said they ought to do?

[Pointe Coupee Echo, 12th inst.

DISTINGUISHING COTTON FROM LINEN.—Cotton may be distinguished from linen in a cloth fabric by means of a good microscope; the former fibres being flat, riband-like, and more or less contorted or shriveled, and the latter straight, round, and with cross-knots at certain distances. These two fibrous matters may be also distinguished by the action, at a boiling heat, of a strong caustic lye, made by dissolving fused potash in its own weight of water. By digestion in this liquor, linen-yarn becomes immediately yellow, while the cotton yarn remains white. The best way of operating is to immerse a square inch of the cloth to be tested for two minutes in the above boiling hot caustic lye, to lift it out on a glass rod, press it dry between folds of blotting paper, and then to pull out a few of the warp and weft threads, when the linen ones will be found of a deep yellow tint, but the cotton white or very pale yellow.

[National Intelligencer.

HOWELL COBB.—We published a few days ago a statement that Howell Cobb, Secretary of the Treasury, had written a letter stating that "Walker will be and must be removed; that Mr. Buchanan will not permit so gross a violation of the principle of non-intervention to go unpunished."

We expressed our conviction at the time that Secretary Cobb did not write any such letter. It now appears that it was another Howell Cobb that expressed these bold and truly Southern sentiments. We must confess that the antecedents of Secretary Cobb did not justify us in supposing that he would take any such position. On the contrary, it is quite evident that Mr. Buchanan sustains Walker and does not intend to remove him; and it follows of course that his Cabinet also sustains Walker. If they do not, why do they remain in the Cabinet?

Mississippi and Georgia have denounced Walker; what have their Cabinet representatives to say? Speak out. [Natchez Free Trader, 8th inst.

FREIGHTS.—The river freights are rapidly increasing and our wharves are beginning to present a lively appearance. The wharf at the foot of Dauphin street is now crowded with goods for the up country, and fresh supplies are daily arriving from the north, so that we may expect no cessation but a gradual increase from this time forth to the end of the business season.—[Mobile Tribune, 13th.

Particulars of Foreign News

PER STEAMSHIPS ARAGO AND KANGAROO.

The steamships Arago and Kangaroo, from Southampton and Liverpool on the same day, arrived at New York on the 7th inst. From their mails we extract the following intelligence:

The Atlantic Telegraph.

Rumors have gone forth that the Directors of the Atlantic Telegraph intend to repeat the trial in October, but they are believed to be wholly unauthorized.

Messrs. C. M. Lampson, G. B. Carr and Cyrus W. Field had an interview with Sir Charles Wood, First Lord of the Admiralty, on Friday, the 21st August, to know whether, if the Directors of the Company should accept the offer that had been made them for the whole of the submarine cable, now on board the Niagara and Agamemnon, the British Government would place at the disposal of the Atlantic Telegraph Company, free of charge, suitable steamships, officers and crews, to lay a cable next summer between Newfoundland and Ireland. Sir Chas. Wood at once answered that the English Government would furnish the vessels, officers and crew, when desired; and it is thought here, that the United States Government will act in the same liberal spirit, and again place at the disposal of the Telegraph Company the Niagara and Susquehanna, to assist in the great enterprise of uniting Europe and America.

The officers of the English steamers engaged in the late attempt to lay the cable, were much pleased with the Niagara, and have reported to the Admiralty that they never knew such a steady vessel at sea.

The Directors of the Company have received an offer for the whole of their cable, at a much higher price per mile than it will cost to replace it, and which offer they will accept, if it is decided not to lay down their cable until next summer. The Atlantic cable is wanted to be laid down at once in the Read Sea, or the Persian Gulf, so as to get the telegraph line to India open at the earliest possible moment.

Nine hundred pounds sterling per share was offered in London on the 24th, for shares in the Atlantic Company, without finding any sellers. Confidence in the enterprise was increasing daily.

Great Britain.

In the House of Lords, on the 4th, after some debate upon the affairs of India, the Divorce bill was taken up, and a motion that the Commons' amendments be taken into consideration that day six months was rejected by a vote of 44 to 44. The various claims of the bill were then debated with varying results, government in some divisions being left in a minority.

In the House of Commons on the same evening, in reply to inquiries, Lord Palmerston stated that the Atlantic cable could not become the property of Government for communication with Alexandria, without the sanction of Parliament, which could not be obtained during the present session; that no application had been made to the Pasha of Egypt for permission to convey troops across the Isthmus of Suez to India, but if such application were made, no objection was apprehended; and that the Russians in their recent expedition to the Eastern coast of the Black Sea, had not exceeded their rights under the treaty.

On the 28th, in the House of Lords, Lord Panmure laid upon the table the report of the Commissioners of the Army, stating that it was not unanimous, and before Parliament met again he should receive the report of those Commissioners who had not signed it.

The House of Commons acquiesced in the Lords' amendments to the Divorce bill, and the measure was finally passed.

Both Houses then adjourned till Friday the 28th, when the prorogation will take place.

A new writ was ordered for the county of Middlesex, in room of Lord Robert Grosvenor, who accepts the "Chiltern Hundreds" in anticipation of his elevation to the peerage.

Some new Peers are spoken of, and according to rumor, the Marquis of Lansdowne is to be created a Duke, while the Peerage will be conferred on Lord John Russell, Lord Robert Grosvenor, Lord H. Vane, and Mr. Compton Cavendish.

At the recent Wool sales, in London, the foreign demand was much larger than usual, and the rates established were higher than any known for several years past. The total quantity sold was 80,305 bales.

Disclosures in regard to the affairs of the Surrey Gardens Company of London, show a second edition of the notorious proceedings of the Royal British Bank, the whole of the capital having gone, and the company being deeply in debt.

The Globe states that instead of forty battalions being as usual retained in Britain, the forces had been reduced to only fourteen battalions, and that consequently Government has resolved to raise at least twenty new battalions of infantry.

The Australian clipper ship Lightning, built at Boston, was attracting great attention in the Thames, where she had gone to receive troops for India. A grand banquet had been given on board of her.

The accounts from the manufacturing districts of England are generally satisfactory. In the woolen districts, there had been extensive shipments to America. The Birmingham iron trade was steady, and in some instances, an advance in prices had taken place.

The new screw steamship Australasian, grounded in the narrowest part of the Clyde as she was leaving that river, and for a day or two completely suspended all navigation. She was got off, but again grounded at a wider spot, and remained there at latest dates.

Several additional failures are reported in Liverpool. That for £300,000, previously alluded to, was the firm of Buchanan, Brown & Co., produce brokers, and the suspension in the corn trade is that of Mr. J. H. Hayes, whose liabilities are not stated.

A meeting was held in London on the 25th, under the auspices of the Lord Mayor, in order to raise funds for the immediate relief of the sufferers in India. A committee was appointed and subscription lists were opened.

India.

Nothing had been received additional from India. Government could afford no explanation of the uncertain and meagre portion of their dispatch, nor give any particulars in regard to the last transit ship.

The Paris *Pays* says, that Sir Colin Campbell had been ordered to take command of the forces before Delhi; and the same journal, in allusion to the strength of that place says, that General Barnard wrote a few days before his death, "I cannot disguise from myself that I am before a new Sebastopol."

France.

The French Minister of Marine has issued an order to all captains of ships of war to give every aid to English vessels conveying troops to India, and to take them in tow when becalmed. An English troop ship having put into Algiers in distress, was towed thence to Gibraltar by a French steam frigate.

Marseilles advices of the 22d August report a decline of 2 francs per hectolitre on wheat.

The Emperor had returned to Paris from Biarritz, *en route* for the camp at Chalons.

The Paris correspondent of the Daily News understands that the French Government thinks it expedient to deny any present intention of occupying a position in Cochin China, but the government organs are instructed to insist upon the perfect right of France to go there whenever she chooses, and that by virtue of an old claim.

It is said that a Maritime Conference of various European powers is about to be held at Paris, to consider the subject of collisions at sea, and to adopt measures for their future prevention.

Italy.

The Pope arrived at Florence on the 18th, and, according to letters from that city, met with a respectful but cold reception. The turn-out of the populace was, however, very large, and the city was brilliantly illuminated on the night of the arrival.

A rumor was current at Genoa that two steamers, under Neapolitan colors, coming from Marseilles, has been seized at Naples; several chests of muskets having been found on board, which chests had been declared to contain sugar.

The submarine telegraph between Sicily and Malta was expected to be completed in September.

Miscellaneous.

Lisbon dates are to the 19th of August. The U. S. sloop-of-war Plymouth, was in that port. There is no political news.

A dispatch from Madrid says that the Ministers had under examination an application from the municipal corporation of Havana, requesting that the import duties on flour should be lowered, so as to cease to act as a protection to the mills.

A Vienna correspondent says, in regard to the Osborne conferences: "Mutual concessions were made. England consented to the repetition of the Moldavian elections, and France promised no longer to urge the union of the Danubian principalities."

It is conjectured that Kaprisly Pasha will be the new Grand Vizier, an appointment which indicates a decidedly French bias.

Riots at the gates of Jerusalem had resulted in the death of twenty-four persons. Much excitement existed in the vicinity of the Holy City, and a grand outbreak was feared.

A Paris dispatch dated August 25th, says: "The Porte has consented to annul the Moldavian elections, on the representation of the Four Powers, without waiting for the adhesion of England and Austria." It was generally believed that the new elections would give the same results as those that have been annulled.

The Paris' *Pays* says that Persia will faithfully carry out the treaty of peace, and that the best understanding existed between the Government and the English Minister. The town of Herat was to be forthwith evacuated by the Persian troops; the reason that it had not been done early being on account of the contested claims to the town by the principal tribes of Affghanistan.

A telegraphic dispatch from Berlin states that the Chinese refused to allow the Russian Mission to enter the country by Kiakhta, and that it would consequently descend the Cimoor, and present itself at Shanghai.

Russia is taking measures to increase her fleet and strengthen her position in the Pacific.

CAUSE OF THE ATLANTIC AND CAMDEN RAILROAD ACCIDENT.—A dispatch of the 8th inst. from Philadelphia says:

The cause of the recent collision on the Camden and Atlantic Railroad has been traced by the evidence before the Coroner to the neglect and disregard of duty by Robert M. Tuttle, the conductor of the freight train. The verdict censures the Company through the Superintendent, Wm. Marshal, for not being particular in enforcing the time rules. It also censures Mr. Brooks, the engineer of the freight train. The latter and Mr. Tuttle are both under arrest to answer the charge of man-slaughter.