cholera-morbus. The theatres were filled in the evening."

There were young men who, in the extravagance of their fool-hardiness, plunged into unusual excesses. "Since we are to die to-morrow," they said, "let us exhaust all the joys of life to-day." Most of these rash youths passed from the masked ball to the Hotel Dieu, and died before sunset next day. The higher classes were not spared in Paris; and as many of them as could find conveyances took flight. But the Royal family set a noble example by remaining; and the heir apparent, the lamented Duke of Orleans, made a personal tour of inspection through the hospitals. Casimir Perier, (the President of the Council) accompanied him, and this was an incontestible proof of courage on the part of a man who had long carried the seeds of death within him, whose nerves were irritable to excess, and who shuddered at the mere idea of a coffin. He never recovered from the impression, and he died three weeks afterwards.

There was a period when the deaths in Paris were calculated at 1300 or 1400 a day. Hearses fell short, and recourse was had to artillery wagons. "These having no springs, the violent jolting burst the coffins, the bodies were thrown out, and the pavement was stained with them." The people went mad with terror, believed the wildest fictions, and indulged in the most dreadful atrocities. It was rumored that the deaths were all owing to poison, and that there was no such thing as cholera at all. "Then you might behold all the horrid secrets of modern civilization displayed in the rolling billows of a seething population. From those darksome quarters where misery hides its forgotten head, the capital was suddenly inundated by multitudes of bare-armed men, whose gloomy faces glared with hate. What sought they? What did they demand? They never told this, only they explored the city with prying eyes, and ran about with ferocious mutterings. Murders soon occurred."

A Jew was killed because he laughed in a strange manner and carried a packet of white powder (which turned out to be camphor) in his hand. A young man was butchered for looking into a wine-seller's window, and a coal-porter made his dog tear the dead body. Private subscriptions poured in on all sides; every imaginable precaution was taken by the authorities; the medical men made superhuman efforts, but no common method of treatment having been agreed upon, the most opposite systems were pursued, even in the same hospital or the same ward. "The attendants had to execute directly opposite orders for cases perfectly identical; the patient who was dosed with prussic, saw ice given to the man in the next bed, and thinking himself used only as a subject for experiments, he died with rage in his heart."

Although no specific has yet been discovered, it seems agreed that the stimulating mode of treatment is the best. Bad and unwholesome food of every sort is mentioned as a predisposing cause to cholera.

MR. BARKER AND GEN. TAYLOR.—The N. Y. Herald of the 8th contains a long letter from Jacob Barker, of this city, in which he explains to the Northern people—they, of course, being very anxious to know—his reasons for supporting General Taylor, and shows also very conclusively why they should do the same thing. We make the following extracts:

General Washington and General Jackson were both of the army, and they administered the executive department quite as well as Mr. Tyler or Mr. Polk, who were not of the army. The original friends of General Taylor, considering his past life a sufficient pledge for the future, and so far from wishing him to wear their livery, or pledge himself to any course, they believe it to be far more important to him to adhere to the independent position he originally assumed, than to be elected President of the United States. Should he be elected, the people will have a President free to act according to his best judgment, uninfluenced by party pledges or a kitchen cabinet.

It is admitted at the South as well as at the North, that slavery and wars are great curses: in this sentiment General Taylor participates; yet, sooner or later, we must have a war to exterminate British rule from this continent, and will any one pretend that General Taylor would not be the best President for the performance of such a holy work? * * * * I consider the slaves of Louisiana better fed, clothed, cared for when sick, and happier than the working classes of any other part of the habitable globe: they have not any care for the morrow—no terror of quarter-day—can marry and have as many children as they like. All this, however, does not sanctify the institution of slavery, and I should not abate the zeal of freemen for their emancipation. The friends of free soil, as well as the abolitionists, should read, from the Delta newspaper, published at New Orleans on the 27th of August, 1848, the speech herewith, of General Preston, in relation to Mr. Fillmore, delivered at Lafayette, La. He is one of the most respectable, talented, and worthy citizens of that place, and whose object was to make capital for Gen. Cass. After reading this speech, let the free soil men say whether they will cast off Mr. Fillmore by voting for Mr. Van Buren; their cannot both be elected. By voting for Mr. Van Buren, they not only prefer Gen. Cass to Gen. Taylor, but they cast off Mr. Fillmore, and what is of the highest importance, they throw away their votes. As it does not seem possible, in the present organization of parties, to elect Mr. Van Buren, I would say to all parties, as I would to man and wife, in case of domestic contention, compromise your differences; yield your prejudices; abstain from all unkind reflections and cooperate for the general good. How can the free soil men, the abolitionist and the slaveholder, do this better, than by the support of Gen. Taylor and Mr. Fillmore?

GREAT STORM AND SHIPWRECKS.—Captain Bunce, of the brig Metamora, arrived here yesterday, says the Mobile Tribune of Sunday, from New York, reports that on the 27th ult., in lat. 26° 15' lon. 76° 40', experienced a very heavy gale of wind, which continued to blow with great violence until the 30th. It commenced at southeast, and veering gradually, ended at northwest. During the whole time it rained heavily and the thunder and lightning were incessant. The barometer fell to 29°....On the 4th inst., spoke a New Providence wrecker, who reported three ships ashore on the Great Bahama Islands, all of which would be lost. He had cargo on board from one of them, but could not find out their names—it blowing fresh at the time....On the 5th, spoke the brig Gaston, from Philadelphia, bound to Vera Cruz. She was dismasted on the 27th ult. Everything gone smooth with the deck. She was in tow of a wrecker, bound to Nassau....On the same day saw a bark on the edge of the bank, with four wreckers about her. She came to anchor on the banks during the gale, and had cut away everything. Her bowsprit was also gone....The wreckers report the gale to have been very severe. The houses on all the Keys were blown down, and the inhabitants were boarding passing vessels to procure food. At Elethura and the islands to windward all the fruit trees were blown down.

OHIO RIVER.—At Wheeling, on the 9th, 2 feet 11 inches and falling.

STEAMER CONFIDENCE.—We learn from the St. Louis Reveille of the 12th, that about 3 o'clock on that morning, as the packet Edward Bates was descending the river, when about two miles below Hamburg, she came in collision with the steamboat Confidence, which was ascending the stream, and striking the latter a few feet forward of the main hatch, on the starboard side, she immediately sunk in three feet water. Her cargo consists principally of groceries, and will be lost or more or less damaged. No body to blame, of course.

STEAMBOAT EXPLOSION.—On the 2d inst., the steamboat Olive burst one of her boilers, near King's Landing, on the Alabama River. A passenger named Evans, of Talbot county, Georgia, was so badly scalded that he died the next day. A negro fireman also died the same night from the effects of scalding and other injuries. Six other negroes were also scalded. Some assert that the catastrophe was the result of carelessness on the part of the engineer, while the engineer asserts it was caused by bad iron in the boiler.

FATAL RAILROAD ACCIDENT.—We learn that a serious accident occurred on the Old Colony Railroad, yesterday afternoon, about 2 o'clock. Attached to the down passenger train was a car laden with pieces of granite, one of which accidentally fell out and was left upon the track. A gravel train presently following, run foul of the stone, by which the engine and several of the gravel cars were smashed, one person instantly killed, five dangerously hurt, and fifteen more or less injured. We could not learn the names of the sufferers, but most of them were Irishmen. The wreck of the train was entire, hardly a car escaping destruction.—*Boston Times, 8th inst.*

A LONDON MERCHANT ARRESTED.—Mr. Relyea, of the New York independent police, about two weeks since received information from the house of Michael Canfield, a heavy woollen dealer in London, that a man named Wm. Leaney had absconded, and had taken passage in the packet ship Independence, under the name of Ming, for New York, taking with him a large amount of money in sovereigns, and also a large quantity of goods, which he had purchased from Canfield, and other houses in London. On the 8th, in less than fifteen minutes after she struck the pier, Relyea had his man in close quarters. As the offence with which he was charged would not permit of his being sent back to England, under the Ashburton treaty, all that was required was for Leaney to shell out the gold and goods, when he was allowed to depart.

DAILY CRESCENT.

PUBLISHED EVERY DAY—SUNDAYS EXCEPTED—
BY HAYES, M'CLURE & CO.

A. H. HAYES..J. E. M'CLURE..J. C. LARUE..J. O. PIERSON.

Office—No. 95 St. Charles Street.

TERMS OF THE CRESCENT.
DAILY—*Fifteen Cents a Week*, payable to the carriers, weekly.... or, *Eight Dollars* per year—half yearly and quarterly at the same rates—in advance.....Single copies, *Five Cents*..... The office will receipt for all subscriptions exceeding one week.
SEMI-WEEKLY—*Five Dollars* per annum, in advance.
ADVERTISEMENTS—not exceeding twelve lines, in Agate type, $1 for the first insertion, and 50 cents for every subsequent insertion. Those of greater length in proportion. Notices on the second page, of ten lines in Pearl type, $1 each insertion.
Advertisements published weekly, semi-weekly, tri-weekly or monthly, are charged $1 per square for every insertion. ☞A liberal discount made to those who advertise by the year.
MARRIAGE and OBITUARY Notices are charged 50c. per square.

TUESDAY MORNING, SEPTEMBER 19, 1848

☞ See First and Fourth pages. ☜

Terrible Steamboat Explosion and Loss of Life.

We regret to be compelled to record a most terrible steamboat accident, which occurred on the 17th inst., by which several persons lost their lives and many others were injured. The steamer Concordia, while on her passage from this city to Vicksburg, stopped at Plaquemine on Sunday morning at about 5 o'clock. After leaving that place, she had scarcely proceeded half a mile, when three of her larboard boilers burst, carrying away or shattering most of her upper works forward of the gangway. The boat was in this condition towed down to the city by the Princess No. 3. From the best information to be obtained, we believe the following to be a correct list of the killed, wounded and missing:

Killed—B. W. McDowell, Ass't Clerk; M. McQuade, deck-hand; —— Jordan, fireman; Robert and Edward Davis, cabin boys. One fireman (colored) missing.
Badly scalded—Capt. Horace Pease; Jno. F. Mosby, Ass't Clerk; Talbot (colored), fireman, and thigh broke.
Slightly scalded—John Lentz, first engineer; J. V. Celles, bar-keeper; Burrell (colored), fireman.

There were no passengers hurt.

The Concordia was one of our best and most popular boats. Capt. Pease, her commander, we have long known as a most careful and prudent man. At the time the accident occurred, he had just left the hurricane deck and gone into his room, situated directly over the boilers which exploded.

We understand that Capt. Pease is anxious for a full and impartial investigation, in order that if there be any one in fault, the blame may fall where it properly belongs.

CITY AFFAIRS.—We congratulate our fellow-citizens of the First Municipality upon the passage last evening of Mr. Fabre's resolution to establish a Lyceum and Public Library in connection with the Public Schools in that part of our city. We have not room for the details of the measure, suffice it to say that the basis of the plan is the excellent system upon which the Lyceum and Library of the Second Municipality are established.

In the Third Municipality, a resolution to pay the quota of the Municipality towards the expense incurred by the city in the reception of Gen. Smith was rejected by a majority of one. What the grounds of rejection are we do not know, as no debate was had on the subject.

☞ The steamship *Falcon* will leave this port on Wednesday the 27th inst., at 10 o'clock. A. M., for New York as per advertisement in another column, instead of the 1st Oct. The change in the time of departure is made under the instructions of the agents at New York, telegraphed to the agents here.

FATAL AFFRAY IN VICKSBURG.—John Jenkins, editor of the Vicksburg Sentinel, was killed at Vicksburg on Friday last, by a person named H. A. Crabb. The parties met in the drug store of Dr. Manuel, on Washington street, some words ensued, when Crabb struck Jenkins in the face; Jenkins drew a knife and attacked Crabb, cutting him severely; Crabb drew a pistol and shot Jenkins, so that he died almost immediately. Crabb was not expected to recover from his wounds. A rumor prevailed on Friday evening that Crabb was dead. Mr. Jenkins has been the editor of the Sentinel for several years, and borne the character of being a very peaceable and well-disposed person. Crabb has resided in Vicksburg for the past three years, and was a surveyor. We are informed that at a political discussion a few days previous an altercation had taken place between the parties. In a subsequent number of the Sentinel Jenkins referring to the meeting, said that it had been disturbed by "a big fat boy." Crabb, it appears, took exception to the remark, and it is stated that this was the origin of the fatal affair.

☞ We are indebted to the steamboat Robert Fulton for late Western papers.

The "San of Temperance."

We have just enjoyed the pleasure of perusing this sheet, and we can recommend it to our fellow-citizens. As its name indicates, it is devoted to the cause of Temperance; but apart from this, it is, in all respects, an excellent family newspaper. Literature and general information, with a sprinkling of wit and anecdote, occupy its columns. We believe it is the only paper of its kind in the South, and richly deserves the patronage of our citizens. We have taken the liberty of transferring to our columns a racy little article on the subject of ice, which our readers will find on the first page. It must be borne in mind, in perusing it, that our city was in great consternation and gloom a week or so ago, on account of the scarcity of the article.

From Mexico.

By the schooner Oregon, Capt. Trenis, we have received papers from the city of Mexico to the 26th ult., for which we are indebted to a passenger, and Tampico papers to the 6th inst.

We find in these papers scarcely anything of interest. The country seems to be tranquil, and there are no new attempts at revolution or insurrection mentioned.

By a decree issued by President Herrera, we perceive that the Government is about to take advantage of the clause in the treaty by which all Mexicans who may desire to leave the ceded territory are permitted to do so. A commission has been named to attend to this, consisting of three persons, one of whom is to be stationed in New Mexico, one in Upper California, and one in Matamoros. The families from New Mexico, are to go to Chihuahua, those from the left bank of the Rio Bravo, to Tamaulipas, Coahuila and New Leon, and from Upper California, to Sonora or Lower California.

Sr. Rivapalacio had resigned his office of Minister of the Treasury. It was offered to D. Ramon Malo, who refused it.

D. Benito Quisano has been appointed Governor of the State of Vera Cruz.

El Monitor has an allusion to the gold mines of California, lately discovered, which, it says, are immensely rich. The whole population of the country is said to be employed in digging gold, while the price of all the necessary implements has become exorbitantly high.

The same paper complains of the apathy exhibited by Congress. It says: "It is now more than a month since both Chambers have resumed their sessions, interrupted at Querétaro by the imperious force of circumstances—and what have they done in that time? What laws have they made to correct the thousand evils which afflict the nation? It is sad to say, that they have done very little; and, to speak frankly, we observe in them a spirit of apathy incompatible with the advancement of society."

The papers still complain of outrages said to be committed in New Leon by predatory bands of Americans. Letters from Matamoros state that the collector there was unable to collect duties from vessels entering the port, as they evaded payment under the pretext of having already paid the American officials. It is said also that everything is now in Matamoros 100 per cent. higher than on the American side of the river.

In the *Noticioso* of Tampico we find an account of a meeting which was held in that city by some of the inhabitants. The object of the meeting was to express their continued allegiance to the Central Government, and their opposition to any plots for the dismemberment of the Mexican territory.

The Times.

We really supposed the controversy with our friends of the Times ended with our article on Saturday last; but it seems that driven from its original position, and from every other which it assumed, in order to make a show of defence, it is still determined not to give up, and accuses us of beating round the world, just as though we were not obliged to do so in order to follow and corner it somewhere. But let us come back to the starting point. In the article of the Times on Wednesday last, is the following:

"*This presents matter for the consideration of our Legislators*, by whose policy our national wealth is so materially affected. By reference to this table, it will be seen that the imports are $3,421,000,000, and the domestic exports $2,993,000,000, leaving an excess of $428,000,000 *to be paid from our capital and labor*. For this object, however, the sum of $81,000,000 specie, which has been imported over and above the drain of the same article from the United States, should constitute a part of the provision. The dead balance will then be $347,000,000 as *consumption more than supply* in a *commercial sense*."

To this we objected; we did not think that any case was presented for the consideration of our legislators at all; we, however, did not know but that like many other wise men, they might be mystified by columns of figures which they did not understand, and go to meddling with the operations of trade and the business of the merchant, which they understand still less, and produce distress and confusion where all is naturally prosperity and order, if man does not undertake to be wiser than his Maker, and improve upon the natural laws which govern the commerce of nations. In order to cool the legislative ardor which the Times had endeavored to call into being, we undertook to show that our neighbor was mistaken in supposing that there was a balance of $428,000,000 against us, "to be paid from our capital and labor." We did this by proving that the old theory of the "balance of trade" was a fallacy; that it was not true that the excess of our imports of goods above our exports necessarily created a debt which must be liquidated in cash or other exports; but that on the contrary, if the exports and imports had just equalled each other we would make no profit, but be losers by the trade; and would lose in a greater ratio if the exports exceeded the imports. If this point was made clear, there would certainly be no pretence for legislative interference. Now, to see the this matter at once, is there a balance against this country of $428,000,000 due or ever to become due on past transactions? The mercantile debt of the country can always be judged of by the rate of exchange. If we have large debts to pay abroad, foreign bills are at a premium: if the balance of the debt is due to us, these bills are at a discount: they are at present at par, or nearly so; showing that the mercantile debt is about equally balanced. The only other debt which we owe, is the United States, State, and Corporation debts, the bonds of which are held abroad, and they in all do not exceed $150,000,000. Here then, is an end of the speculation of the Times: there is no such balance to be met; on the contrary, so far from the balance against us being augmented, the amount of our foreign debt has been materially decreased; $438,000,000 of the public debt of the United States has been paid, and it is but a reasonable presumption that much more than $150,000,000 of it was held abroad.

But the Times, finding the "balance of trade" doctrine utterly defenceless on its own merits, very violently assails "overtrading" as the great cause of distress, and seems to intimate that we have advocated "overtrading:" now, so far from advocating "overtrading," we think it must be a very bad thing, from the abuse with which it has met in the world; but we imagine i would puzzle our worthy neighbor to define exactly what "overtrading" is. If it consists in importing more than we export, then this country has, according to the showing of the Times, been overtrading for fifty years, and ought to be ruined; and the same may be said of every other commercial nation except Ireland, which has pursued the directly opposite policy, and should, according to the same reasoning, be overflowing with wealth.

It may be, as the Times avers, that we were running in debt for a large amount of the excess in our imports in the years just preceding 1837, and that the revulsion of that year was mainly owing to this cause; but this was an exception to the usual routine of commercial transactions, and resulted from the large sums borrowed in Europe for other than commercial purposes. Since 1837 we have made another exception to the usual course of mercantile affairs, and have, in some years, exported more than we imported, for the purpose of paying a portion, if not the whole of the debt thus created. These exceptions can form no basis for a theory, though they certainly furnish the means of overthrowing one of the theories of the Times: that when the imports exceed the exports, the balance must be paid by draining the country of specie, because in the ten years ending with 1837, the import of specie above the export was $46,833,249; and during the ten years ending 1847, $44,376,600. Thus, during both periods of ten years, the specie has been flowing into the country—but the most rapidly, exactly at the time when, according to the theory of our neighbor, it should have gone out.

But we close this discussion for the present, believing that we have established in the articles already published, 1. That the excess of imports over exports for a series of years does not indicate that a country is either going to ruin or running in debt; but, on the contrary, that it is making a profit by its commerce; 2. That the idea that such excess must be paid for in gold and silver, is not true; 3. That the less attention these matters receive from our legislators the better we will be off, for their intermeddling can only mar the system of trade, as established by the common sense and general consent of the world.

We hope our neighbors of the Times will quietly acquiesce in these conclusions, or like the Knights of Eastern chivalry, to which they have compared us, we shall "fling our horse-tails to the wind," erect the horns of our Crescent, and have another and a desperate encounter with them, and we promise in good sooth to wield the battle-axe of truth until we make an impression upon them, thick as may be the helmets which they wear.

MURDER TRIALS IN NEW YORK.—The trial of Louisa Bremond *alias* Savage, for the murder of Pierre Bremond, in New York, in July, resulted in her acquittal. Little additional evidence to that published at the time of the murder was given. The court charged favorably to the prisoner, who, it was proved was married to the deceased, letters addressed by him to her in that character, and the marriage certificate being produced in court.

Thomas Hays was convicted of the murder of his wife, but recommended to mercy.

The trial of Hafler for murder, was to take place on the 11th inst.

☞ The steamship Falcon will sail this morning at 6 o'clock, for New Orleans *via* Havana.—*Savannah Georgian 13th.*

☞ The steamship Sarah Sands, for Liverpool, left New York on the 8th.

☞ Mr. David Hale, the venerable editor of the New York Journal of Commerce, is so far recovered from his severe illness as to appear again in public.

SCEPTICISM.—The reporter for the New York Globe was arrested for publishing that there were a dozen cases of yellow fever in that city, and backs out in the most explicit manner. Indeed he doubts whether there is any such disease.

☞ Two editors have been held to bail at Pittsburg, for libel. The offence in one case being against a Mrs. Miller for an advertisement handed in by the lady's husband.

☞ The Indian corn, near Barnstable, Mass., from the drought, it is feared will not be worth harvesting.

Steam boat Explosions.

In our paper this morning will be found the details of another of those terrible accidents which have rendered the steam navigation of this country a bye-word and a reproach upon the earth. For the safety of property and the protection of human life, these things ought to be prevented. Laws, properly enforced, can we believe prevent them.—The great number of these accidents occuring about ten years ago, Congress attempted legislation on the subject. The law was very good so far as it went, but it did not go far enough, and has never been fully enforced. By the act passed an inspector of steamboat boilers was appointed for each port, and no steamboat was permitted to be enrolled until after a certificate had been obtained from the inspector. This was all very good. But the mode of inspection was not pointed out, and no test established by which the fitness of the boiler for service could be determined. The opinion of the officer on an examination, more or less minute, was enough. The consequence has been that explosions are about as frequent as ever they were. Worn out boilers and careless engineers, are the dread and the death of those who travel on steamboats. Is there no remedy? We think there is. Why not adopt the English system, of testing the boilers by hydraulic pressure every three months or oftener, and have the safety valves so regulated that the pressure of steam can never be more than one-third or one-half of the pressure of water which the boiler has been made to stand. Thus, if it be necessary to work twenty pounds to the square inch, subject the boiler to a hydraulic pressure of sixty pounds to the inch, adjust the safety-valve in such manner that whenever the steam pressure exceeds twenty pounds, it will escape with rapidity; and place the valve room under the seal of the government, and beyond the control of any connected with the boat. Is it probable if such a course were pursued that one accident would happen where twenty happen now?

This is a plain and simple remedy for a great proportion of the disasters which it is the painful duty of the press to record. Such a law might not, perhaps, prove pleasing to the owners of old and worn out machinery, nor to those who pride themselves on the racing qualities of their boats; but we think that the great body of persons engaged in steam navigation would be willing to see it adopted, and would render it a cheerful obedience. Certain it is, that the present inspection is worse than worthless; it give to captains and engineers a confidence in the strength and quality of their boilers which leads to fatal mistakes, and shocking disasters.

In addition to what we have recommended above, we have no doubt that rules might be established for the proper examination as to character and qualifications of engineers, pilots, and captains of steamboats, in order that the persons filling these stations, should be men who understood the principles and details of their profession, and who were otherwise competent to discharge the responsible duties imposed upon them.

We make these remarks without any special reference to the particular case which suggested them. Whether in the accident to the Concordia any one was to blame, or who it was, we know nothing; our only design is to call the attention of the public to the subject generally, and to see if something cannot be done to prevent such occurrences in future.

[Telegraphed for the Baltimore Sun.]

Disastrous Conflagration in Brooklyn—300 Houses Burned—Deaths and Suffering.

NEW YORK, *Sept.* 10, 1848.—A terrible fire took place in our sister city of Brooklyn last night, extending over twelve acres, and leaving not a single house standing within that limit. Three churches were destroyed and three hundred houses. It broke out about midnight in a frame house in Fulton street, and spread to Middough street. It crossed up Fulton to Cranberry, thence down to Henry street, sweeping in its course every building. Recrossing Fulton street, all the houses from the corner of Sands to beyond the Methodist church were consumed. It then spread through to High and Nassau streets, to Concord and above Henry to Orange street.

The whole loss is estimated at two millions of dollars. To add to the calamity, many persons were injured, and one unfortunate fireman killed. The flames were not arrested till nine o'clock this morning, and then only by blowing up houses. The destruction is of course immense, and the suffering great.

JAMAICA.—Kingston papers to the 10th of August have been received at New York. Some difficulty appears to have arisen between the Governor, Sir Charles Gray, and the House of Assembly. Sir Charles proposed certain measures for the relief of the Island, in his opening address, which the House of Assembly, in its reply, treated rather cavalierly, and received a somewhat tart rejoinder. The House had before it a motion to adjourn until late in November, there being no prospect of useful legislation at present.

☞ A small field of cotton has been grown this season, from seed planted last Spring, in the neighborhood of Port Richmond, on the Delaware. At this time some of the stalks are upward of four feet high, vigorous and luxuriant, and filled with flowers and pods. It remains to be seen whether the cotton can be brought to full maturity in the open air in this latitude. We understand that a specimen cotton plant from this patch will be shown at the approaching exhibition of the Horticultural Society.—*Philadelphia Times.*

☞ The Catholic Church at South Boston, burnt on the 8th, was a substantial stone building, erected some five years ago. Its entire cost was about $75,000, and its interior decoration was of the most elegant and costly description. An organ, built by Appleton, at an expense of $4500, and a beautiful crucifix, by Ball Hughes, were burnt. The vestments and altar furniture were saved. The cause of this destructive fire has not been certainly ascertained. There was a marriage ceremony in the church the night previous, and the fire may have been in this way communicated. Others attribute it to an incendiary. The Orthodox and Universalist churches were on fire several times.

SEDUCTION.—George Dibble, of Saybrook, (Ct.) has recovered $500 and costs of a young man for the seduction of his daughter.

LATER FROM HAYTI.—*More Atrocities.*—The schooner Mary Chilton, Capt. Fales, has arrived at Boston from Jeremie, (Hayti,) bringing intelligence to the 14th ult. Capt. Fales reports affairs in a horrid state at that place. The President still continued his bloody work of arresting and executing those who stood in his way. Five of the most respectable citizens of Jeremie had been shot by his orders, previous to Capt. Fales' return from Jamaica, where he had been to carry a number of persons who were fleeing from Jeremie, in order to save their lives. Some fifty more were in prison awaiting their trials. On the Wednesday after Capt. Fales' arrival, another trial was had, and four more were sentenced to be shot. Captain F., by a great deal of exertion and strategy, was enabled to rescue two of these latter, and succeeded in getting them on board his vessel in female clothing, and brought them to Boston, together with four others who had fled for their lives. They will proceed from Boston to Jamaica. The other two were shot in the most brutal manner.

Another trial was to be held the next Wednesday, and it was already understood that the fate of four more was sealed—the trial being a mere farce. More arrests were still making.

During the execution, the streets were filled with women, bathed in tears, beseeching the President that the lives of the condemned persons might be spared. He was, however, inexorable, and ordered the execution to proceed. The effect of this brutal work was such, upon his own soldiers, that he became alarmed, and in the midst of the most intense excitement abandoned Jeremie, at midnight. It was not known where he had gone.

The only reason given by the President for his sanguinary acts, was that the condemned persons were friends of Boyer. The true reason was believed to be a desire to obtain their property.

Capt. Fales reports business entirely suspended at Jeremie. The merchandise in the stores was packed up and sent to the houses of the Consuls, for protection. The market was glutted with American produce, and the national currency had depreciated to be almost valueless—220 Haytien dollars being freely given for a doubloon.

AMERICAN SHIPPING—*Time Works Wonders.*—How strangely sounds language like the following, which we take from the London Economist. "We never hear a word now about Dutch ships, but much about American ships. We admit the danger of their rivalry. By their superior skill, and better management, with no other advantages, they have ousted us from the South Sea whale fisheries. They have set us the example—taught us how to improve: but our ship-master and merchants, wedded to their own customs, and impeded certainly by duties on timber and other articles, which did operate to prevent the sailing as cheap as the Americans, have been slow to learn, and the Americans have distanced them." . . . "No navigation laws of ours can in any important degree retard the rapid developement of that formidable rival." . . . "Experience has shown us, that as the United States grow in greatness, *we grow too*, though not quite so rapidly. It is for our interest, therefore—*unable as we are, and shall be ultimately, to prevent her surpassing England*—to SHARE HER GREATNESS by the most friendly acts—to do nothing to retard—and every thing in our power to promote. Instead, therefore, of following the narrow policy of Mr. Herries and the ship owners, to close our East India and Colonial trade to the Americans, *the future welfare of the nation requires* that we should remove all restrictions on that and every other trade in which the Americans are concerned, sure that whatever *promotes their trade, will promote our own*; and that whatever unites the two nations in friendly bonds, will tend to develope the resources, and preserve *for an immeasurable period the grandeur of our own country.*" Verily, time works wonders!

MR. CLAY.—The New York True Sun, (Hunker organ,) of the 9th, has the following:

"It is said all over town, that on the day before yesterday, Matthew L. Davis, Esq. received a letter from Clay, declaring that he will feel it his duty to accept a nomination from *any* respectable body of his fellow-citizens, whether representing a State or county. We also understand that a communication of similar import from under his hand and seal, and addressed to different gentlemen, reached New York yesterday. This accounts for the telegraphic dispatch from Mr. John Minor Botts, to the Clay meeting on the night before last, in these words: 'All right—go ahead.'"

Notwithstanding the above, we have great doubts whether Mr. Clay will suffer the use of his name in connection with the Presidency; neither can we believe that he has written such a letter as that alluded to.

☞ More than one hundred of the merchants of New York, without distinction of party, are about to tender a public dinner to Secretary Walker, as a testimonial of their appreciation of the ability he has displayed in the management of the national finances.

☞ Col. Hamtramck, late Colonel of the Virginia Regiment of Volunteers, is making speeches for Gen. Taylor.

MILITARY.—Maj. Gen. Scott has been ordered to the command of the Eastern Division, headquarters at New York; Maj. Gen. Gaines to Baltimore, and Gen. Wool to Albany. Maj. Gen. Worth, the Buffalo Commercial understands, has been ordered to Santa Fé, to take command of the troops in that quarter.

☞ The New York Post says Mr. Forrest has such a large number of tragedies offered for his $1,000 prize, that he has no time to read them.—Consequently the decision is delayed.

☞ The tickets for Forrest's playing at the Bowery theatre, New York, are bought up early in the day, and sold at an advance by speculators.

CARGO OF ORPHANS.—The ship Finland, from Liverpool, which arrived at New York on the 8th, had on board thirty-five orphan children, entirely destitute of means! They were placed on board by some persons unknown.

Died:

On Sunday night last, about 12 o'clock, ROBERT DYAS JACKSON, infant child of Mary T. and Alexander Jackson, Sr., of this city.

"T is o'er! lost never from our hearts
Shall time thine image blot!"

Charity Hospital Report.

For the 24 hours preceding yesterday, 6 P. M.

Number of admissions, various diseases	39
Discharged, Yellow Fever	22
" Other Diseases	21—54
Deaths, Yellow Fever	6
" Other Diseases	3—9
Remaining, in Main building 437, Lunatic Asylum 129, total	566

H. VANDERLINDEN, Clerk.

Board of Health.

List of Interments in the City of New Orleans, for the 24 hours ending September 18, at 12 o'clock M.

Adynamia 1, Softening of Brain 1, Bronchitis 1, Convulsions 1, Consumption 3, Dentition 1, Debility 1, Delirium Tremens 1, Dropsy 1, Enteritis 2, Furuncles 1, Yellow Fever 9, Marasmus 2, Pertussis 1, Stillborn 2, Trismus Nascentium 2; Total 39. 22 were white, and 8 colored. 13 were under 10 years of age.

Where born—New Orleans 4, Ireland 4, Germany 1, New York 2, Pennsylvania 1, Uncertain 18.

☞ Total number of deaths, of all diseases, for the week ending Sept. 16, 227—of which 113 were of Yellow Fever.

A. CHESTER, Secretary of Board of Health.

[From the Western World.]

BOWEL COMPLAINTS.

During the present Summer, Bowel Complaints are unusually prevalent; and in some localities of a very alarming type. In Greene, Chenango county, N. Y., a very peculiar form of disease prevails, which baffles the skill of the physicians. It is there called the 'Bloody Flux," and in some instances proves fatal in a few hours. It is said that in no case has a child recovered from an attack. In many places the Dysentery is carrying off great numbers.

It will be remembered that the Asiatic Cholera was preceded in its visit to this country by an extraordinary tendency to Bowel Complaints. It was frequently noticed that fruits, vegetables, and the like, which in other seasons were eaten with impunity, produced serious results; and that derangement of the stomach and bowels followed the slightest irregularity. Indeed the "premonitory symptoms" were then widely known and felt.

From a very early period of the world's history, the class of complaints under notice has committed great ravages upon human life. In all tropical countries it carries off more persons than any other form of disease whatever; and in temperate regions the same may be said, with almost equal truth. Children especially are its victims.

With regard to the treatment of Dysentery, great diversity of opinion prevails. In running our eye over the views of the most distinguished medical men who have written on this disease for the last two centuries, this diversity is painfully obvious.

In a malady which frequently runs its course with fearful rapidity, the principles upon which to treat the disease, and the medicines to be administered cannot be too definitely understood at the outset. There is no time for reading or experiment. Death follows delay.

We have been conversant with these diseases in various parts of the Tropics, especially in Batavia and can safely say that he who shall furnish the world with a reliable medicine for them will be a public benefactor.

We are happy to bear our decided testimony to the extraordinary value of the *Graefenberg Dysentery Syrup.* We have been informed of the ingredients of which it is composed; and do not hesitate to say that it *must* prove the best remedy ever discovered. The principle upon which it effects the salutary changes in this class of complaints is entirely new, and in beautiful accordance with medical philosophy. Indeed we cannot conceive that it *can fail to cure*; and it deserves to be ranked among the best discoveries of the age. We sincerely trust that it may pass into general use, not only in this country but in the Tropics, as we are confident it would save thousands of lives; and if used as a preventive at times when there is a tendency to Bowel Complaints, would put a stop to those desolating maladies which appear and reappear on the earth under the name of Cholera, Bloody Flux, and the like. We learn that one of the principal European Governments is in negotiation with the Graefenberg Company to supply the article in large quantities for the Cholera. s18 tf

A GOOD CHANCE.—We invite the attention of printers and publishers to the following notice. The paper is located in one of the richest parishes in the State:

TO PRINTERS.

FOR SALE, upon very reasonable terms, for cash, a well established WHIG PAPER, in a thriving town of this State. A competent, economical, and industrious business man, would do well to purchase. For particulars, inquire at this Office. a5

☞ The Queen's Delight, which forms an essential ingredient in the GRAEFENBERG SARSAPARILLA COMPOUND, is probably superior to Sarsaparilla itself. Professor Frost, of Charleston, speaks of it as follows: [☞ See Bulletin No. 6, 3d page.] 1d22

☞ Important to Health.—No family should neglect to have on hand a few bottles of BILLINGS' *CARMINATIVE SYRUP*, the infallible remedy for Bowel complaints, which occur more frequently during the summer months than at any other period.

☞ This remedy never fails in the most obstinate cases of Diarrhea....Wholesale Depot, 72 Camp street, New Orleans. je1 D. HANSBROUGH.

☞ See advertisement, on the first page of this paper, headed "*TO PLANTERS AND FAMILIES*," of Comstock & Co.'s celebrated Medicine and Magical Pain Extractor Depot, No. 59 Poydras street, where all that is sold is warranted GENUINE and PURE. je1 6m

☞ Strangers in the City, see Dr. B. F. MULLEN'S advertisements in the other columns of this paper. He is one of the very best in his profession now in the United States. All that stand in need would do well to give him a call, at 86 Customhouse street. m16 2m

☞ The American-Graefenberg Theory does not presume that one medicine can cure all diseases. It is idle and impudent to flatter such a doctrine in the face of an intelligent community. It is the language of quacks and pretenders. But in the series of medicines offered by the Graefenberg Company, EVERY DISEASE will find its antidote.

☞ For Agents, see Graefenberg's Series, on fourth page. m3

New Orleans Cattle Market.

[Reported Daily for the Crescent.]

LAFAYETTE, Sept. 18, 1848.—Two steamboat loads of Cattle arrived to-day. Our quotations are as before—Beef Cattle, 2½@3c. ℔ lb; Hogs, 4@4½c. ℔ lb; Sheep, $2 50@$3 ℔ head....No arrivals of flatboats.

PRINTERS.—The proprietor of the Columbia South Carolinian advertised some time since for a foreman. The following extract from a late number of that paper would lead us to infer that printers are rather plenty in the dominions of Uncle Sam:

The Foremanship of this Office.—To the *fifty-six* applicants who have not been answered respecting this situation, we take this method of stating that we have made our selection. We received FIFTY-SEVEN applications, from Boston to New Orleans, and only take this method of answering them because we have not leisure to write individually to all of them.

INCREASE AND MULTIPLY.—The wife of Mr. Fletcher, residing at 95 Conrad street, Brooklyn, gave birth to three fine boys, whose united weight was *eighteen and a half pounds.*

☞ The Norfolk Beacon states that there is no sickness at Old Point at the present time. The soldiers have all recovered.

☞ The steamship United States made the run from New York to Southampton, according to the accounts in the English papers, in twelve days and nine hours. She has become so popular, with all classes, by her great speed and excellent sea-going qualities, that most of our citizens, and the travelling public, feel the deepest interest in her movements.

☞ The report that M. Lamartine is writing the History of the Provisional Government is incorrect.

☞ The argument in the celebrated telegraph case was completed at Frankfort, Ky., on the 8th, and the decision of the Court was only awaited.

Steamboat Departures This Day.

☞ SEE ADVERTISEMENTS ON THIRD PAGE.

Shreveport .....ST. HELENA, Amsden, 5 P. M.
Watering Places ...MOBILE, Surines, 5 A. M.; Com'ce, 9½ A. M. Cars
Pittsburg .....ALHAMBRA, Brickell, 5 P. M.

☞ The superior steamboat ST. HELENA, John Amsden, master, will positively leave THIS DAY, 19th inst., at 5 o'clock P. M., for Shreveport. Natchitoches and Alexandria. T. B. SMITH & CO., 96 Magazine st.

Harmony Division No. 15 Sick Visiting Committee.

JAMES D'ARCY, W. P., corner of Chartres and Canal streets.
JOS. BENSON, W. A., Camp street.
GEO. A. HOBSON, R. S., corner of Camp and Duplanier streets.
EDWD. A. HALL, F. S., Gravier street.
W. S. STANSB