DAILY CRESCENT.

NEW ORLEANS:

SATURDAY MORNING, JUNE 9, 1849.

See Third Page for CITY NEWS, &c.

THE OVERFLOW.—The water in the rear of the city remains at about the same height as during some days past. It has varied slightly during that interval, but its fluctuations are attributable to the action of the wind. The contemplated levee above the city, by which we were to be relieved from the inundation, is abandoned. It is ascertained that the cost will be very great, and the time required for its completion so long as to prevent any benefit being derived from it. It appears, therefore, that the only way in which we can get rid of the water is by stopping the crevasse, and letting it flow off as it may. What is to be the result of this, time will soon develop. Some predict that much sickness is to ensue; while others point to the example of 1816 as an evidence of the contrary.

THE CREVASSE.—Our latest accounts from the crevasse confirm the previous flattering intelligence. Messrs. Dunbar and Surgi seem to have hit upon the plan destined to achieve success. Their work, although it has not progressed very fast, is sufficiently firm to resist not only the immense pressure of the water, but the force of a raft which was drawn into it yesterday, as will be seen on reference to a letter from the Surveyor's, published in another column. That which might have been a serious injury will be converted into a positive benefit. The raft which is now directly in the breach, will be secured in such a manner that should it sink it will serve as an efficient protection against the current. We hope to hear soon that the breach is entirely closed, and from the confidence with which Messrs. Dunbar and Surgi express themselves, we have every reason to believe that such will be the case.

Our City.

Our own New York correspondent, whose letter we publish to-day, speaks the language of apprehension and despondency about the fate of New Orleans, which is common to the Northern press. The New York Mirror, for example, of the same date with this letter, speaks of the accounts from New Orleans as of "the most alarming character," calculated to cause "the most serious apprehensions for the *safety of that devoted city.*" The public are told that "nothing short of an immediate fall of the river, *which cannot be anticipated at this season of the year*, can save the great commercial depot of the South from *almost total destruction.*" Other papers talk of the roaring waters which engulph us; the flight of our citizens before the rushing flood; and the abandonment of great amounts of property, which it is impossible to save.

There is a vast deal of exaggeration in all this. We are gratified, indeed, with the tone of commiseration with which the supposed destruction of this city is universally treated; but the picture is so highly overcharged that we here cannot recognize more than a very remote likeness of the truth. Great loss of property there has been; but not from the devastations of any violent torrent—for the stream grew upon the city slowly and gradually, almost insensibly, so that every thing perishable could be removed at leisure. The inundated plantations above us have indeed suffered immensely in their crops and buildings; but in the inundated portion of the city, the destruction of property by the direct action of the water is not great, except relatively. Unfortunately the sufferers are mostly the humble classes of laboring men, to whom small losses are heavy burdens. Even to them the severity of the infliction is in the indirect loss—the loss of time, the stagnation of business, the cost and all the damage of removal, and the dismal prospect of a long summer with scanty employment. These are subjects for real sympathy, and for all the assistance to which the most liberal feeling for misfortune can prompt the charitable.

But these afflictions, great as they undoubtedly are, cannot in any sense be treated as signs of the "destruction" of this "devoted city." The densely populated portions of the city, the streets where nineteen-twentieths of the vast business of this city is transacted, the warehouses of its commerce, the sites of retail trade, and the residences of the more prosperous portion of its people, are untouched, and there is no probability that they will be touched. Although the crevasse is unclosed, and continues to pour in its floods, fourteen miles above us, there is no appreciable rise recently in the waters, which escape by the rear of the city into the swamps and the lakes, where the average height is several feet below that of the front streets. We make these explanations again, that our friends abroad may correct the extravagant ideas that are in circulation, about the overflow of the whole city, and its probable destruction by raging torrents and devastating floods. The injury done to the streets, the roads, the banquettes, and the foundations of buildings in the submerged districts, is of course very great, from the silent sapping of the waters. It is, however, totally unlike and infinitely inferior to the frightful violence of inundation, which Northern fancies describe.

We do not desire to disguise the melancholy extent of the damage, or to underrate the sufferings and losses which have fallen upon one-third of our city by this calamity. But we must not let those whose good feelings we appreciate deceive themselves by supposing that there is any reality in the apprehension that New Orleans is in danger of destruction.

We have bought some bitter experience, very dearly. With a little of the wisdom which that experience should teach, we can repair damages, and secure our city from the possible recurrence of any similar disaster hereafter.

Later from Rio Janeiro.

By the arrival, yesterday, of the bark Frances Watts, Capt. Bernsie, from Rio Janeiro, which port she left on the 29th of April, we learn that the propeller McKim arrived at that port on the 27th of April, after a passage of seventy-two days; all well. The schooner Piedmont, from this port, arrived on the 25th of the same month, and was putting in a new foremast, at Rio. The ship Helena arrived at Rio in 34 days from New York, with California passengers, and sailed on the 24th April for San Francisco; all well. Ship Morrison, Capt. Spaulding, from New York, with California passengers, was at Rio repairing—having carried away her main-topmasts and received other trifling injuries to her spars; she would sail in a few days. Ship Elizabeth Ellen, from New York for California, with passengers, uncertain. The ship Xylon sailed on the 16th, for California; all well. The steamship Senator sailed on the 29th for California; all well. Bark John H. Jessore, from New York, arrived at Rio on the 18th April. Bark St. Mary's, from New York, arrived same day. Bark Kirkland, from Baltimore, arrived on the 20th. The bark Isabelletta Heyn sailed for New York on the 28th; and bark Sarah Glynn and brig Poultney on the 25th. The U. S. store-ship Lexington left Rio de Janeiro on the 25th, with a large quantity of California gold for the United States. The U. S. sloop-of-war St. Louis sailed on the 18th; brig Perry, 24th; frigate Savannah, 26th, on a cruize—all well. The following vessels were in port when the Frances Watts left Rio de Janiero: Ships Courrier and Ellersley, discharging; brig E. D. Watts, just arrived; brig Overman, uncertain, and whaling ship Charlotte, uncertain. No United States vessels in port.

FOR THE WATERING PLACES.—Fair opportunities are offered, this evening, to all who wish to get out of the hot town and inhale the fresh breezes of the Lake and enjoy the quiet of the watering places, in a most agreeable trip.

Two steamers leave the Pontchartrain Railroad—the California, Capt. Reynolds, at 6 P. M., and the Arkansas No. 4, Capt. Kelly, on the arrival of the 6 o'clock train of cars. They are both fine boats, with obliging officers—and the evenings on the Lake are fresh, and the moon is but little past the full. This opportunity for relaxation from the city dust and heat is delightful. The exchange will be charming to many who would be glad to see dust or any thing dry about their houses. From the unwelcome waters of the Mississippi, that have come black and stagnant into their homes, it will be a glorious change to go merrily over the rippling waves, and inhale pure and fragrant breezes from the Gulf.

OLYMPIC THEATRE.—At the Olympic to-night will be performed Shakspeare's beautiful Comedy of "Taming the Shrew." The afterpiece is "The Mountain Devil." As the weather grows hotter, the Olympic becomes more popular, and the audiences more numerous. We expect to-night will exhibit an evidence of the fact.

Public Meeting—The Memphis Convention.

We have been requested by a number of citizens interested in the prosperity of the State and the City to call public attention to the subject of a representation for Louisiana and New Orleans in the Memphis Convention. The time is growing short, and, with a view of early action, it has been suggested that a Meeting of Citizens should be called, to take the proper steps for selecting delegates. Such a Meeting it is proposed to hold at the Commercial Exchange, on St. Charles street, on Tuesday Evening next, at 8 o'clock. The other papers of the city will, we are informed, contain sufficient notice to gather a full meeting of such as feel an interest in this important matter.

Gov. Towns of Georgia, has followed the example of Gov. Seabrook of South Carolina, and designated a large number of delegates to attend the Memphis Convention. The list contains the names of about a hundred of the most prominent citizens of the State—Judges and ex-Governors—all the present representation in Congress, and most of the living ex-Senators and ex-Representatives.

A large delegation has been appointed from St Louis. Mobile has appointed a Committee. Texas will be largely represented, and a large number of Eastern men, from Boston and New York, are expected to be present.

Louisiana has not moved at all, and unless some steps be taken very soon, we shall be without any share in the meeting. The Meeting on Tuesday will take this in charge, and it may be found perhaps the best mode of action there to authorize the Chairman, or the Governor more properly, to designate from all parts of the State such gentlemen as are most likely to take a lively interest in the matters before the Convention, and request them to attend. An ample representation of all parts of the State could be thus obtained.

We have as a community a large interest in all the projects of improvement westward. No scheme for making a road from the Atlantic States to California, can be agitated to which the watchful eyes of our people ought not to be turned immediately. We must not let adverse combinations fix the commencement of this grand avenue across the Continent where it will be injurious to the great mart of South-western commerce. We have not much faith in Internal Improvement Conventions at any time, and do not anticipate benefit from that at Memphis at all commensurate with the extravagant notions entertained by some of its projectors. It may be useful in eliciting information, and inciting further inquiries from which practical men may obtain hereafter the materials for forming a sound opinion on the value of projects, and the right mode of carrying it through. There will be a great deal of talent and influence collected there, and it is therefore desirable that New Orleans should not be without representation. But her representatives should be men of sedate and reflecting character, who cannot be easily led into extravagant and costly projects, without having well weighed all the chances and all the bearings of what they undertake. They must also be men of firmness, who will be ready to oppose any combination of interests that may seek to turn the action of the Convention into a direction unfavorable to Louisiana and New Orleans.

Such men, while they carefully resist all combinations adverse to us, will hesitate, we think, a good while before they recommend the immediate building of a railroad to California. It will be easy enough to show them how extremely valuable a road across the continent will be to all interests—how important to the government—how convenient to the people—and what ultimate promise of large profit it holds out to the owners. The prodigious wealth of California, the vast commerce of the Pacific, the trade to Japan, to China, to the South Sea Islands, the East Indies—immense beyond the power of computation, in the developments it promises to the enterprise of this generation, and which would be opened to the world by a direct channel through the heart of American territories—all these are gorgeous themes for eloquence to dwell on, at Memphis as elsewhere.

We are a progressive race, certainly, before whom, in the eager march Westward, time and space have been nearly obliterated; but before precipitating a hundred millions of capital, for that is the lowest sum named, into the wilderness, it would be well to pause and count carefully some of the perils and chances of the undertaking. Some there are which time is required to surmount. Among the most formidable of them we hold the insecurity arising from the power of Indian tribes, already disposed to be hostile. Permanent peace is not to be looked for with these races, until after they have tried and felt the power of the nation. And not only the hostility of tribes in a state of warfare is to be apprehended as an obstacle, but the utter impossibility of guarding so long a line of road, over such an immense desert waste, from the malice of hostile or malignant individuals. Half an hour's work, in any spot, would enable half a dozen Indians to break up the track and suspend communications. Until the Indian tribes are thoroughly pacified, and the track protected thoroughly in every part against the mischievous, it appears to us that an attempt at making a railroad would be futile. If the capital could be obtained it would take an army to protect the work in its progress, and hardly an army could keep the communications at all points open. Years must elapse before security against these interruptions can be felt. The expansiveness of civilization, the irrepressible growth of our country, will in the course of not many years prepare a safe and natural track for the highly artificial railroad; but for a while the expedient and practicable mode of communication must be by something cheaper, made with more rapidity, and not liable to such serious derangement. To advance such a project, and to take care that its commencement and direction are judiciously suggested—for the best interests of the South-western region, and of New Orleans as the natural centre—is as much, we think, as our delegates can aim at with advantage for the present—feeling certain that improvement of this practical sort is the best and speediest preparation for the more artificial and costlier communication which will follow in the inevitable progress of improvement.

PASSENGERS BY THE FALCON.—The following passengers arrived yesterday on the U. S. steamship Falcon, Lieut. H. J. Hartstein, U. S. N., commanding, from Havana the 4th inst.:

Messrs. John Storey, J. Mowratin, M. Auzaros, Dr. J. F. Fuentes, D. R. Blanco, C. Blanco, Dr. Francia, J. C. Pavsant, W. Brneibrag, St. Lormello, P. Solbragio, P. Exprimmo, R. Berenenenge, J. R. Borun, Taylor, Burnhard, Fortan, Tracy, Hobbs, Merrill, Dusay and son, Richards and party, consisting of four, Dr. Langdon, Dr. Conan, T. Ash, J. D. Moore, W. Jenkins, Hannegan, Wetzel, Finnigan, Higham, Walcole, G. W. Soule, Wm. Bicay, and Edmond Otis, son of Harrison Grey Otis of Boston.

DISPATCHES FOR CALIFORNIA. — Mr. F. P. Tracy, arrived yesterday on the U. S. steamship Falcon, from New York *via* Havana, bearer of dispatches to California.

NEW MAIL STEAMER—*The Mails for the South.* The Osprey, the first of the new line of steamers, left Philadelphia on the afternoon of the 31st ult., for Cinarleston, with the U. S. mails and twenty passengers. The Postoffice Department, according to the North American, has entered into a contract with the Philadelphia and Atlantic Steam Navigation Company, for transporting the U. S. mail by this line between Philadelphia and Charleston, on the same terms that are allowed to the Northerner and Southerner, for a similar service, between New York and Charleston.

NEW PAPER.—A new religious paper has just been started in Boston, called the "Congregationalist." Rev. Dr. Edward Beecher, Rev. Increase N. Tarbox, and Rev. Mr. Havens, editors—Rev. Prof. Park and others, of Andover, contributors.

DISCONTINUED.—The New York True Sun has been discontinued for want of support. It was the only paper in New York City which supported Cass and Butler in November last.

Appointments by the President.

DEPARTMENT OF THE INTERIOR.

Lawrence P. Crane, of Louisiana, to be Attorney of the United States for the Western District of Louisiana, vice Octavius N. Ogden, who declines the office.

Orlando Brown, of Kentucky, to be Commissioner of Indian Affairs, from and after the 30th June, vice William Medill, removed.

Lansing B. Mizner, of Michigan, to be Register of the Land Office at Detroit, Mich., vice Elisha Taylor, removed.

Robert S Kennedy, of New Jersey, to be Marshal of the United States for the District of New Jersey, vice Samuel McClurg, removed.

By the Secretary of the Interior.

William S. Wallace, of Springfield, Ill., to be Pension Agent at that place, from and after the 30th of June, vice Charles R. Hurst, resigned.

ODD FELLOWS' PROCESSION.—The dedication of the new Odd Fellows' Hall, New York, was to take place on the 28th ult., and judging from the programme, it will be recorded as one of the most magnificent processions that ever took place in that city. Delegates were present from several States of the Union, and vast numbers of the order would join, although, in consequence of some difficulties within the body, some refused to take part. The ceremonies announced for the evening, at Castle Garden, are also highly interesting. C. Edwards Lester delivers the oration.

CANADIAN ANNEXATION.—A newspaper is about to be established at Montreal, for the purpose of advocating the annexation of the British Provinces to the United States. The projectors of the enterprise are said, in the New York Sun, to be men of means and ability, and a circulation for the journal is already guarantied by the existence of a large radical population, who have for years been contemplating such an issue.

FAMINE.—The papers of New Brunswick contain reports of famine prevailing at Gaspe about the 28th ult. Two persons have already died of starvation, and many others are in a most enfeebled state and not expected to live. Dispatches have been sent to the Executive for assistance.

A CURIOUS REQUEST.—Vintner, condemned at Baltimore to be hung, is composing a dirge, which he asks permission to perform on his way from his cell to the place of execution.

Correspondence of the Crescent.

Crevasse News in New York—The late George Porter—Railroad Celebration—Hudson River Railroad—Cholera Weather—Board of Health.

NEW YORK, May 31, 1849.

Eds. Crescent—Our intelligence from your city this morning is especially distressing, but we hope that its terms are exaggerated. The dispatch dated yesterday states that "half the city is now inundated, and the inhabitants are flying from their homes and business." This is perhaps the very worst form that could have been given to the dispatch, as it leaves all the particulars to be filled in by the ready fears of the mercantile classes, and can have no smaller effect than to check our business with New Orleans very seriously.

The pleasure with which we would hail the receipt of intelligence from your city in ten or twelve hours is entirely destroyed by the character of the first dispatch ever transmitted within such time. Nobody regards the important fact that the wires at length form an almost unbroken line between the two cities, but all minds are engrossed with the sadness of the news brought over them.

We have also the intelligence of the death of poor George Porter, whose excellent qualities made every man his friend. Poor George! I shall ever remember the last evening I passed with him, with "one of you," as a *sober* member of our merry party.

We are to have something of a celebration to-morrow, on the occasion of the opening of some twenty-two miles more of the great Erie Railroad, which removes the North-Western terminus to Owego. The connection by railway with Lake Erie is thus completed, although by a route of much less advantage than that to be obtained by the completion of the great road itself.

The Hudson River Railroad is driving forward with energy, and our city will soon be within a very few hours reach of the most distant Northern and Western points of this and the Eastern States. Our winter communication will be especially improved, as we shall be but little dependent upon water conveyances in any direction.

We have the best possible description of Cholera weather—I mean that in which Cholera may flourish to any extent, and I am sorry to say, that our authorities, Board of Health and all, do all that is possible (by doing nothing) to encourage its growth. The city is in the filthiest condition, independently of the state produced by a week's rain. The Board of Health reports eight new cases, and three deaths, within the last 24 hours. Some of these are pretty certainly not of the Asiatic type; but now, every thing like Cholera Morbus, is considered worthy of a report to the resident physician as Cholera itself.

There is nothing of interest in a local way to-day. The Niagara's news is looked for anxiously, as she is fully due at Halifax. Respectfully yours, INDICATOR.

Mr. Stein—Mr. Peters—The Crevasse.

MOBILE, June 7, 1849.

Eds. Crescent—I perceive by some of your city papers, that Mr. Sam'l J. Peters comes in for part of the blame of the recent failure to stop the crevasse at Sauve's.

I trust you will remove this impression, if you should find it necessary, by the simple lever of truth. A thousand causes may keep *him* silent that need not make others dumb. I beg to copy a letter to him—my second on this subject.

MOBILE, May 17, 1849.

SAM'L J. PETERS, Esq.—*Dear Sir*: Knowing you feel a deep interest in all things relating to the river Mississippi, I took the liberty of sending you, yesterday, my remarks on the report of Dr. M. W. Dickeson and Andrew Brown, A.M., on the Mississippi, to the American Association for the Promotion of Science.

I am sorry to learn from yesterday's Picayune that the crevasse at Sauve's has not yet been closed, and that the present operations do not warrant a favorable anticipation. The new method of closing such a crevasse by piles and boats, in the manner described, is certainly wonderful, and reminds me of the recommendation to close one of the passes of the Mississippi of four thousand feet in width and forty-two feet in depth, with a single row of piles, eighty feet in length. In the hope of soon hearing of some more efficient means being adopted to stop the crevasse and the consequent overflowing of part of your city,

I remain, Sir, your obedient servant, ALBERT STEIN.

In a few days after I again addressed Mr. Peters a letter, dated May 23, of which the following is an extract:

In the first place I respectfully differ totally from the report of the Surveyors, as published in the Picayune of 20th May—"That the simple method of driving from two to three rows "of piles, bracing and tying them firmly together, and stop-"ping them with fascines and light material, is the only "method to be pursued, and which coincides with the views "of Mr. Grant."

Now, rows of piles present a vertical surface to the water flowing with great velocity, and on this account are the most unsuitable for opposing the current. The work as it proceeds will irritate, attract and concentrate the stream in front, and produce there deep excavations in a more effective manner than would be done in any other way; and the water will in most cases destroy the work almost as fast as it is put down. Besides, it cannot be executed with that speed which circumstances, and even its own safety, requires. Should its progress be interrupted, or proceed slowly, a deep excavation of the bed or bottom is unavoidable, and the consequence will be more materials and labor, and the difficulty of continuance greatly increased. The deepening of the bottom, the powerful eddies, and other irregularities of the bed which such rows of piles produce, cannot be prevented in executing the above recommended method—the use of tarpaulins notwithstanding. For these reasons, I do not think it justifiable to adopt this method of closing the crevasse.

A plan by which it can be closed with speed, and without producing a deepening of the bottom, powerful eddies and other irregularities endangering the progress of the work, presents itself to my mind as the only effective, and at the same time the most simple and sole method which should be brought into execution.

Twelve years ago I drew your attention to the pernicious effects of the river, and predicted the present state of things. And when the top of the embankments or levees shall reach the roofs of your houses, you may, perhaps, think differently of the operation of the river now going on before your eyes, and find, too late, that the stopping of one or two crevasses at this time will not prove your salvation.

There is no delta in the world so similar to yours as that of the Rhine. Drusus Germanicus began with the bifurcation of the Rhine and the extension of embankments, some years before the Christian era, and Carbulo followed him in the same steps, and the consequence was, that in the year 802 the mouth of the Rhine was entirely filled up. History also tells that a crevasse destroyed at one time seventy-two villages, and many smaller estates.

I beg you, sir, to impress on your fellow-citizens the great necessity of making a distinction between a Reverend gentlemen and a Hydrotect. The one *ought* to know ethics and the other hydraulics.

I remain, sir, your ob't serv't, ALBERT STEIN.

To show how little Mr. Peters had really to do with the recent failure, I give you an extract from his response.

From Samuel J. Peters to Albert Stein—[Extract.]

"Mr. Grant was designated by Judge Rost and many "very intelligent and influential planters on the coast, as "the person most experienced in closing crevasses. They "stated they had been witnesses of his skill and indomitable "perseverance on several similar occasions, which were "always successful. Mr. Grant then was the man. I "knew Mr. Grant very favorably as an enterprising and in-"dustrious man—well acquainted with wharf building—*and "that was all.*"

It seems, therefore, to me, from the above, and will, I trust, to you, his fellow citizens, that let the recent failure proceed from wast cause it may, it is not in any way chargeable to Mr. Peters.

The scientific part of hydrotechnics should always be connected with the practical, for it is only by the union of both we can obtain that security in the arrangement of works which is so frequently missed, and the want of which is shown by the imperfection of so many improvements.

The hydrotect who is familiar with his object and of the means needed to direct the current, agreeably to the laws which govern its motion, can always succeed in making the river subservient.

The method of driving piles and pile-planks to stop or turn off small water crevasses, has been verified by long practice. Although the attempt to close the crevasse at Sauvé's with piles has failed, it does not follow that the method was impracticable; for a want of proper foresight but too often renders all labor in vain. Nor had it been successful, would it have proved that the attempt to stop a crevasse by a row of piles was more suitable, or presented less danger, than any other mode.

The introduction of any new method of performing a certain work, is always productive of mistrust, and it is possible that this feeling induced the operators to continue the practice of pile-driving—or it may be, they were not acquainted with the more effective means at their disposal.

Respectfully, yours, ALBERT STEIN.

Telegraphed to the "Daily Crescent."

By the Southern Line.

FIRST DISPATCH.

BALTIMORE, June 6—*Cotton Market.*—At Liverpool on the 26th ult. there was a slight depression in the Cotton market. A reduction of ¼d. was submitted to for low and middling qualities; for first qualities the former quotations were given. Fair Upland and Mobile were at 4¼d., Orleans at 4¼d.; good qualities were less plentiful than before.

Roman Republic.—On the 15th ult. the French having attempted to cross the Tiber the Romans blew up the Milvian Bridge—Ponte Molle—and thus prevented the passage of the French. The French were on the banks of the Tiber, and were posted along the road from Palo to Rome. At last advices the French vanguard was within four miles of the city; that of the Neapolitans was within twelve miles, and consisted of a small body of Spaniards at Frascati—]The Tusculum of Cicero].

Prussia.—The King of Prussia has issued a manifesto condemning the revolt raised, as he says, by the enemies of Germany. The state of siege at Berlin is maintained with more vigor than ever, owing to the discovery of a conspiracy for an outbreak. A new Constitution is to be offered by which the King of Prussia will assume the title of Protector instead of Emperor.

SECOND DISPATCH.

BALTIMORE, June 6—*New York Markets.*—At New York, this evening, Cotton closed firm, under the influence of the steamer's news. The sales amounted to 1500 bales. Flour was unchanged; sales were 11,000 barrels. Corn was steady and firm. Provisions and groceries unchanged.

Cholera.—To-day there were sixty cases of Cholera in New York and ten deaths.

THIRD DISPATCH.

BALTIMORE, June 7.—*French Elections and Debates.*—A general war seems to be at hand. The returns of the French elections have been received, and 240 Socialists and Red Republicans have been elected. The French funds fell 13 per cent.; afterwards recovered slightly, and later quotations were made of Fives at 81 fr. and 50 centimes, and Threes at 52 fr. The affairs of Rome and Hungary have been engaging the attention of the National Assembly. A debate arose on these subjects more exciting and violent than any ever known. An immediate declaration of war against Austria and Russia was urged by several speakers. Subsequently a modified resolution, offered by Gen. Cavaignac, and recommending Government to use energetic measures to protect the internal and external interests of the Republic, was adopted. The resolution, though strongly opposed by the Ministry, passed by a vote of 436 to 101. It is supposed that when the new Assembly meets Marshal Bugeaud will form a new Cabinet.

Danish War.—The Danish war still goes on languidly, and without any prospect of a termination.

Hungary and the Czar.—The Hungarians contend heroically against Russia and Austria, and seem to be preparing for a yet more desperate struggle. Russia has recognized the French Republic. At the same time that the Czar made this recognition, he issued a manifesto announcing his determination to interfere in the Austrian and Hungarian quarrel. He speaks of his mission from God to preserve his people, and in the name of the God of Battles commands his armies to advance to the destruction and extinction of evil-disposed men.

The Punjaub Annexed.—The war in India is over. The Punjaub has been annexed to the British Crown.

CHOLERA.—The members of the Virginia Legislature, at Richmond, were relieved a little on Wednesday, 30th, by the report of some of their best physicians, declaring that there was no cause of alarm about the cholera. But the next day there were several cases in town, and two deaths; and the panic was renewed. Two motions to adjourn from Richmond were lost by small votes. Motions are pending for an adjournment to the White Sulphur Springs—certainly a very pleasant place for a summer trip at the expense of the State. Some of the members want to go off home at once—to adjourn *sine die.* But they will hardly do that, and leave the *Revised Code* unacted upon, after coming together solely to examine it. The authorities have established a Board of Health, composed of delegates from each ward....The cholera is in Norfolk, Va. The number of cases reported for the week ending on the 29th ult. was twelve, of which four died....There were three fatal cases in Philadelphia on the 30th. None reported on the 31st....The New York Board of Health, on Wednesday, 30th, reported at noon seven new cases. Letters dated on the 31st speak of numerous cases of which the Board are not cognizant....Cholera cases are reported in Brooklyn, Williamsburg, Jersey City, Newark, Trenton, and at several places on the Hudson River....Several cases have occurred at Baltimore, and one, that of Mr. John Orndoff, a well-known flour merchant, proved fatal.

CANADA.—Telegraphic dates for the Baltimore Sun, from Montreal, 31st ult., say that the Parliament had just been prorogued, but in the absence of Gov. Elgin. There was but little excitement.

STEAMBOAT EXPLOSION. — The Apalachicola Advertiser contains a list of the parties hurt by the explosion of the steamboat Emily, on the 28th. *Killed*—Simon Hudson, Assistant Engineer; Aleck and Jake, negroes. *Wounded*—Capt. H. W. Van Veghten, leg broken. Scalded—Wm. Mahaffey, 1st Engineer; Charles Fields, Assistant Engineer; Wm. Magner, watchman; and five negro boys—none of these are considered in danger. John Moore had both legs broken. Jane Wilson, chambermaid, was slightly hurt. Two boys, one a free colored lad, and one a white boy named Aleck, were drowned. The total of killed and missing is seven.

ST. LOUIS INSURANCES.—A letter received at Boston, from St. Louis, says that the Hartford agencies lose $300,000, Perpetual $70,000, Floating and Dock $90,000, and Columbus about $100,000, by the recent fire. The letter also states that the St. Louis, Union, Citizens', and Indiana companies will pay from 30 to 50 per cent. on their losses; the others, in all probability, will pay their liabilities in full.

FORGERY IN NORFOLK.—Woodward, late member of the City Councils, has been committed for forgery, on *eighty notes*, amounting in all to $11,405. The names forged were numerous; and the wonder is, how in so small a community these frauds could have been going on so long without detection.

NORTH LINE OF MISSOURI.—The recent decision of the United States Court in favor of Iowa and against Missouri, gives the disputed territory to Iowa. The country in dispute was about ten miles wide at one end, and twelve miles wide at the other. This strip of country stretches from the Desmoines to the Missouri, is about 200 miles long, and contains upwards of 2000 square miles. The land is generally well watered, fertile, and desirable. This decision cuts off a considerable part of Clark county, nearly one-half of the counties of Scotland, Schuyler, Putnam, Mercer, and Dodge; a considerable portion of Atchison, and a large amount of unorganized territory attached to the counties of Gentry, Nodaway and Holt. Several of the counties above named were laid out nearly square, and this line, passing nearly through the middle, will come near to their county seats, and leave the counties in a bad shape, and with less territory than is required by our State constitution.—*St. Louis Era.*

Auction Sales This Day.

JOHN L. LEWIS, Sheriff, sells this afternoon at half-past 4 o'clock, on Camp street, between Common and Gravier, lot of Printing Materials, consisting of Type, Presses, etc.

☞ JOS. W. LAWRENCE, of Houston, Texas, is our authorized agent for receiving subscriptions and receipting for moneys due us.

PAPER MONEY.—The individual-liability clause, which the new constitution of New York imposes upon the banks of that State, went into operation on the 1st of June. This makes a personal responsibility by those who profit by the issue of bank notes, for the punctual redemption, out of their own funds, if the corporate funds fail. It is illustrative of the degree of confidence which banks have in themselves, that this responsibility is considered so onerous, in prospect, as to induce some of the banks to withdraw their circulation altogether. The Bank of Commerce, of New York, has already adopted a resolution to issue no more notes after the 31st of October next. Other banks are preparing to take the same steps. It seems that they have not sufficient faith in their own system, administered by themselves, to risk their own means on its safety—although it was, in their estimate, the most secure possible, when the public had to stand the risks. This shrinking from responsibility for bank paper, by banks themselves, is good testimony against the paper system. The Bank of Commerce, which leads the way, is one of the best of the free banks.

☞ Gen. Twiggs arrived in Augusta, Ga., on the 29th ult., and was to remain there several days.

☞ One of the Eastern papers makes the avowal of its entire unbelief of the late account of Coolidge's *plot* for the murder of Flint, and his own death in prison; and declares that there is reason to suppose it a trick, to pass off another body for Coolidge's, while he has been set at liberty!

A PETRIFIED OIL PAINT.—Messrs. Quarterman & Son, 114 John street, New York, have made a singular discovery of a petrified oil paint, which must prove valuable for a variety of purposes, such as roofs, mill-races, cisterns, stucco work, &c. &c. We have before us a block of wood on which is a layer of this paint, and which has so much the hardness of stone that a knife or a hatchet can be sharpened upon it. It can be made to be used either with a brush or a trowel, and applied as a mortar to brick, &c. It is thought to be proof against fire. It is cheaper than white or any other paint now in use. It can be mixed so as to imitate any color. Mr. Quarterman has consented to give the recipe of the mixtures, which is as follows: 1 lb. Quarterman's Drier; 1 do. white lead; 2½ lbs. clean sand, mixed with boiled linseed oil.—*N. Y. Farmer and Mechanic.*

Died:

On Friday, 8th inst., HENRY HUDNALL, infant son of Henry T. and Elizabeth S. Bartlett, aged 4 months.

Married:

On the 27th ult., by the Rev. H. N. McTyeire, Mr. J. R. LANDS to Miss E. M. MOORE, both of this city....☞ Louisville papers please copy.

☞ **Whig Mass Meeting.**—The Whigs of the City of New Orleans will assemble at Banks Arcade on SATURDAY, the 9th inst., at half-past 7 o'clock P. M., for the purpose of ratifying the nominations of the Baton Rouge Convention, and of welcoming and hearing addresses from our candidates, Gen. ALEXANDER DECLOUET and DUNDAN F. KENNER, Esq., now in the city.... By request of the Whig Central Executive Committee. je8

☞ At a meeting of Jefferson Fire Co. No. 15, held June 4, 1849, the following resolutions were passed unanimously:

Resolved, That a vote of thanks be, and is hereby, tendered to the officers and members of Eagle Fire Co. No. 7, for the use of their House and hall during the inundation.

Resolved, That the Secretary is hereby authorized to write a letter of thanks to Eagle Fire Co. No. 7, with our expressions of gratitude towards them, and also publish the proceedings in one or more of the city papers.....A true copy.....

je9 ROBT. E. QUINAN, Sec'y Jefferson Fire Co. No. 15.

S. of T....Meetings This Evening.

PEARL DIVISION, No. 8, meets at Temple, No. 58½ Canal street, at half-past 7 o'clock.

....*To-Morrow Morning*....

LIBERAL DIVISION No. 17, at Pelican Hall, corner St. Charles and Common streets, at 10 o'clock.

Steamboat Departures This Day.

☞ *SEE ADVERTISEMENTS ON THIRD PAGE.*

Louisville.....JAMES HEWITT, Quarrier, 5 P. M.
Cincinnati.....ROCKAWAY, Davis, 5 P. M.
Memphis.....ABERDEEN, Chandler, 5 P. M.
St. Louis.....PATRICK HENRY, Crosley, 4 P. M.
Mobile.....OREGON, Hiero, 2½ P. M. cars.
Biloxi.....CALIFORNIA, Reynolds, 9½ A. M. cars.
Red River.....ANNES CROCKER, Shields, 5 P. M.
Red River.....PALLAHATCHIE, Sweeny, 5 P. M.
Ouachita.....JULIA, Rhodes, 5 P. M.
Pascagoula.....ARKANSAS No. 4, Frisbee, 6 P. M. Cars.

☞ **Memphis Summer Packet Aberdeen.** — This new and splendid steamer will positively leave THIS DAY, Saturday, 9th inst., at 5 o'clock, p. m.

je9 T. S. SMITH, 96 Magazine st.

☞ **The James Hewitt—For Louisville and all intermediate Landings.**—This steamer will leave Poydras street wh.rf THIS EVENING, Saturday, at 5 o'clock, positively.

je9 HYDE & OGLESBY, 12 Poydras st.

☞ **Yazoo Packet Patrick Henry, Capt. Crosley.**—This superior passenger steamer will positively leave THIS DAY, Saturday, at 5 o'clock p. m., for St. Louis, Cairo and Memphis, from Poydras street wharf, positively.

je9 HYDE & OGLESBY, 12 Poydras st.

GOODS FOR GENTLEMEN.

☞ We invite attention to our stock of Summer Clothing, consisting of a full and elegant assortment of FINE GOODS, made in the most fashionable style, consisting in part of—

DRESS COATS, of Super French Drap d'Ete;
FROCK COATS, of Drap d'Ete and Cashmerette;
PALETOTS and SACS, of Drap d'Ete, Cashmerette, English Merino, Alpaca, Linen, Gingham, Luster, Seersucker, etc.
BUSINESS COATS, and *FROCK COATS*, of Merino, Alpaca, Linen, Seersucker, Luster, etc. etc.
PANTS, of French Drap d'Ete, White and Fancy Drilling, Nankin, Seersucker, Cheak Linen, etc. etc.
VESTS, of White and Fancy Marseilles, Linen, Nankin, etc. etc.
SHIRTS—Linen, Linen with Cotton Bosom, Linen with Cambric Bosom, and Colored Linen and Cotton, of superior quality.
UNDERSHIRTS and DRAWERS, of Gauze Flannel, Merino, Silk and Cotton, Linen, Cotton, Lisle Thread, etc. etc.
CRAVATS, Gloves, Handkerchiefs, Suspenders, Dressing Gowns, Umbrellas, Trunks, Carpet Bags, etc. etc.

NORRIS & WAY, 22 Camp st.
je9 2dptjel30 corner of Comm n, under Hewlett's Exchange.

Dry Goods Selling Off, and No Reserve as to Prices.
M. R. HAGGERTY & BRO.,
No. 58 Canal Street,

Will commence TO-DAY, (Monday) to sell off their Stock of Fancy and Staple DRY GOODS, and at very low prices. These Goods have for a great part been purchased at auction, within the last few months, much under manufacturers' prices, and will be sold so much lower than the present very low price of goods, as to offer every inducement to purchasers.

Purchasers in looking through our stock will find that we do not only lower the price on a few leading and well known articles, but that all our Goods are offered at the same reduced prices.

Country Merchants will find it much to their advantage to look through our Stock. M. R. HAGGERTY & BRO.,
my21 2ptjel eod No. 58 Canal street.

☞ **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. e15 tf

NOTICE.

DR. J. BENSADON can be found, for the present, at 82 *Canal street*, between Bourbon and Royal. je9 tf

WANTED TO HIRE OR BUY.

A LIKELY NEGRO GIRL, about 12 or 14 years old. Enquire at 129 CARONDELET street. je9 tf

INFORMATION WANTED

OF ANNE STANTON, of Clonslow, Galway, Ireland, who sailed from Liverpool last November, for New Orleans. Please address CHARLES W. HORNOR, je9 3t 117 Royal street.

DOG FOUND.

ON Friday, the 8th inst., a large white BULL DOG, with black spots around the left eye; the right ear black; he has on a steel chain collar, without name. The owner can have him by paying for this advertisement, and enquiring at the Locksmith's Shop opposite the St. Charles Theatre. je9 1t

"Your ears shall hear naught but Kings; your eyes Kings only."—Porz.

FRESH ATTRACTION!

NEW Consignments of DRY GOODS at great SACRIFICES! In quantities large enough to *STOP THE CREVASSE*—and nearly CHEAP enough to use for that purpose can be found at the Celebrated Headquarters—

KING'S, 72 Gravier Street.

Swiss Muslin VISITES, trimmed with Woven Thread Lace, as low as.....$2 50
Beautiful 27-inch and extra French GINGHAMS..12½ cts.
New style Embroidered BATISTE, for Dresses.....25
Fine Embroidered SWISS MUSLINS—per piece...2 50
Plaid Swiss and Jaconet MUSLINS, 12-yard pieces...1 25
Hemstitched HAND