is the highest for thirty years, as all known points on the river, up to the year 1849, when the water reached in several places the same point as in 1828. In 1813 the water rose at Vidalia two inches higher than in 1828, and was not to be the highest water since 1770. Mr. Hutchings thinks the water mark was made in 1770, which was still visible in his recollection, only four feet higher than any mark ever reached. Governor Sargent records this tradition, in 1800, when there was a flood higher than the forty years. The accompanying table or scale, I, will show the relative height in different years for forty years, and the date of culminating. These are from a register kept of actual rise and fall for thirty years, and from other sources reliable. The range of high water marks is three feet at Carrollton—1850, April 8th—the highest water of the year being three feet four inches below high water. Low water marks have a much greater range; the lowest mark of 1844 being seven feet above the lowest known.

14. The median line or curve of rise and fall for thirty years, 1817 to 1847, reaches an elevation just one foot seven inches below the mark of 1849. This is in the last week of April, which proves to be the mean time of highest water. The lowest water by the same mean is on the 1st of October, and is three feet six inches above the lowest mark. It will be observed that this table has been reduced to Carrollton, or 15 feet range in rise and fall; but the dates have not been altered. They should be reckoned a week or ten days later for Carrollton than for Vidalia. The mean height of this line for the whole thirty years is 7,222 feet below highest mark.

15. *Sedimentation.*—We have shown the "rate of fall" depth, breadth, velocity, and rise and fall of the water. From these we may compute the rate of discharge at all stages, and the mean rate for thirty years. And the quantity by these data, is 12,250,000,000,000 cubic feet per annum, or 447,199 cubic feet per second.

It is worthy of especial observation, that the mean for the three sets of ten years shows a lower level of discharge at each consecutive ten.

16. *Sediment.*—The experiments of Professor J. L. Riddell show the sedimentary matter transported by the Mississippi to bear a proportion in bulk to the whole quantity discharged of one to three thousand. At this rate, the cubic contents would be, by my measurements, as above, equal to 4,083,333,333 cubic feet. The sediment, then, would cover twelve miles square one foot deep.

The Daily Crescent.

OFFICIAL JOURNAL
Of the Council of the Second Municipality.

NEW ORLEANS:
WEDNESDAY MORNING, JULY 24, 1850.

MAIL FAILURE.—The mail failed yesterday from beyond Charleston, S. C. These repeated failures are most annoying.

The eloquent Sermon by the Rev. James K. Gutheim will be found on our first page.

THE PHYSICS OF THE MISSISSIPPI RIVER.—Some of our cotemporaries have of late been treating their readers to very scientific editorials on this interesting subject. Those essays certainly were highly creditable to our friends, and we were much surprised, that amid the many duties of the conductors of a daily press, they had been able to devote the time and observation necessary, to the preparation of such articles. Perhaps they may also be surprised at our knowledge, but we answer in the language of the cheapest shopman, "we steal our brooms ready made." We commence today the publication of an extremely interesting memoir, by Prof. Forshey, on this subject. This gentleman has, to our knowledge, devoted much time and labor for a series of years, in studying the laws which govern the current of the mighty river. And among the pilferers from his accumulation, will be found names of gentlemen claiming to be philosophers. Sir Everard Home is not the only man, who has used the labors of others entrusted to his charge for publication. We would like to know why the essay of Prof. Forshey, to the Association of Naturalists, has not been published. And as we are in an inquisitive mood, we would like to know where the Secretary of that Association, charged with the publication of its manuscripts, acquired such a fund of minute information about the Mississippi. In science, as in commerce, chance sometimes does more than industry. "What reason laboring like a careful ant, with difficulty scrapes together, the wind of accident collects in one short moment."

Prof. Forshey proves by the result of observations, kept up through a great number of years, that the channel of the Mississippi river is *deepening*; and consequently the levee system will not necessarily elevate the bed of the river, as has been feared. On the contrary, he thinks confining the river within a narrow channel, will give it additional velocity and serve to scrape out the bottom; while opening artificial outlets by diminishing the current, will cause the rapid deposition of sediment, and thus produce the evil to be guarded against. We commend his essay to the attention of the public.

FRENCH OPINIONS IN REGARD TO THE CUBA AFFAIR.—It is difficult for our trans-atlantic friends to arrive at a correct understanding as to the connection, or rather want of connection, of the U. States Government with the recent attempt on the Island of Cuba. From the extract below, taken from the *Constitutionnel*, it seems that the American Government is regarded as responsible for the whole affair, from first to last, which, it is asserted, might have been prevented but for its weakness or negligence. Instead of demanding indemnity for the capture and forcible detention of our citizens, our Government is expected, it seems, to offer indemnity for too brigand acts committed by the followers of Lopez, and their leader given up to Spain for punishment. It is evident that the whole case is grossly misunderstood, so far as the connection of our Government with it is concerned. The *Constitutional* does much in forming public opinion in France; and, if we should be under the necessity of taking extreme measures in regard to the capture, trial, etc., of the Contoy prisoners—which is not unlikely—it is very questionable whether the French Government can be made to understand the real question involved in the case. But we quote:

"Thus, in the midst of profound peace, it has been possible to make an armed descent upon one of the possessions of Spain, to pillage a public treasury, burn public buildings, sack the prison and the Governor's mansion, slay the soldiers who defended them, and put the inhabitants to ransom, destroy a railroad which was the property of a company; and the American Government, after offering an indemnity for these brigand acts, which would not have occurred but for its weakness or its negligence, so far from delivering the guilty individuals to the justice of Spain, threatens Spain with war to punish her, as it would seem, for having defended herself, and to teach her to let herself be plundered by the bandits who may choose to repeat the attempt of Lopez.

"This pretension of the United States constitutes a danger for all nations which have colonies and a shipping interest. The experiment just made proves with what facility these buccaneering expeditions can be gotten up, and in gigantic proportions, too, without any thing occurring to embarrass or intimidate the promoters of them. It is necessary for the security of nations that at least no obstacles should be thrown in the way of the repression of enterprises of this sort. If the weakness of the United States Government leaves the field open to buccaneers, at any rate the pretensions of this Government and American legislation, must not ensure impunity; otherwise North America will soon become nothing but a hive of pirates. The question is of enough importance to induce Governments to give it their attention, and to afford to Spain an active and efficient co-operation in her resistance to pretensions at variance with all the principles of the law of nations. The last news from the United States announce that, since the failure of Lopez, there have been seized at New York two vessels intended this time for an expedition against Hayti, of which an American journal suggested a little while ago the conquest, adding by way of inducement, that the expenses of the expedition could be easily covered by the sale, as slaves, of the actual inhabitants. Cuba and Hayti alone seem menaced to-day. To-morrow, perhaps, it will be Porto Rico, Jamaica and Guadaloupe."

A correspondent under the signature of T. K. J. asks us whether "the sentence in the Lawrence case, (*termsment*,) might not have been left out, for all persons are liable to mistakes." We have declined to express any opinion on the merits of this controversy, and we are not disposed to be drawn into any criticism of its rhetoric. We must say though, that "terms ment" is a very decided slip, particularly when taken in connection with the sentence, which contains a charge of ignorance against another lady.

The Delta reads the Governor quite a lecture for not ordering an election to fill the vacancy occasioned by the death of Preston W. Farrar. The Delta must take heed, or it will be classed as a whig journal.

Editorial Correspondence.

MEMPHIS, Tenn., July 17, 1850.

Gentlemen—That most magnificent passenger steamer, the "Boston," is due here to-day, on her last trip to New-Orleans. At least, such I presume it will be; and while waiting for her to carry me home again, I will employ the intervening hour in completing the notes, I undertook, yesterday, to give you, on the growth and improvement of this young "Queen City" of the South-west.

The Navy-Yard, established a short time since by the National Government, is far the most extensive, and has brought up, in a wonderful degree, the upper part of the city, which, before its commencement, was in a state of rapid decline. The works are on an extensive scale, and are so far completed as to be ready to receive the machinery—the greater part of which has arrived, and, so far as I could judge, is of the very best quality. These improvements have been executed in the most substantial manner, and in fine taste, under the superintendence of Capt. Shields, the accomplished Commandant. The building intended for the rope factory alone, is fourteen hundred and seventy feet long. All the buildings, as well as other works, are constructed of limestone and brick of the best quality.

Major Floyd has been appointed Chief Engineer, in place of the gentleman recently relieved, whose name has escaped me, and has just arrived to enter upon his duties. I was introduced to him by my old and respected friend, General Bradford, of Holly Springs, with whom I had the good fortune to meet here on my arrival, and was much pleased with him.

In the immediate vicinity of the Navy-Yard a large and splendid Flouring Mill has recently been erected, and will soon be in operation. It will be capable, it is thought, of manufacturing all the wheat produced at present in the surrounding country, and of supplying both city and country with an article of superfine flour, and in quite a sufficient quantity for home consumption.

A little above, some the Bayou Gayoso, and on the banks of Wolf River, a Cotton Factory is in progress of erection. The main building is of brick, and will soon be completed and ready to receive the machinery, a considerable portion of which is already on the ground. Twenty-five hundred spindles will be put in motion early next fall, and probably as many more will be added, with the requisite number of looms, in the course of next year. The dwellings for the operatives are put up on a cheap plan, but are decidedly neater than any thing of the kind I ever saw. They are built of wide plank, in its rough state, set up endwise, and the joints broken with narrow slats, in such way as to give the whole exterior and interior of the building the appearance of panel-work. They are two stories high, with brick chimnies; are well ventilated, and when whitewashed will exhibit a very handsome appearance.

I have, are, situated in different parts of the city, some six or seven Saw Mills, two Foundries, two Soap Factories, one Candle and Lard-Oil Factory, and one Planing Mill; all in successful operation, and doing, as I was informed, a profitable business. There is, also, I understand, a Dry Dock Company about being formed, with a view to build a Dock-Yard, and make the necessary preparations for extensive steamboat building. Two steamboats were built here last year, from stem to stern, and complete, in all their parts, except their engines and other machinery; and it is believed there is no point on this river or its tributaries more favorable for steamboat-building than this.—Every description of materials needed for the business is found here in inexhaustible supplies, and of the finest quality.

All the streets of the city, I find, have been graded within the last three and a half years, and many of the principal ones, together with the wharves, have been covered with a sort of fine gravel and small flinty pebble-stone, found in great abundance on a bar a short distance above the city. It has proved to be superior, in every respect, to the very best description of macadamizing.

The City Exchange or Municipal Hall, and the Odd Fellows' Hall are the only public buildings, besides the churches already referred to, that have been built since I was last here. They are both stately buildings, and models of good taste and elegance in architecture. The latter, in particular, is an ornament to the city, of which the Order and the citizens generally may well be proud. I now come to those more important improvements which lay broad and deep the foundations for the permanent improvement and enduring prosperity of a city—those arteries of commerce which are to connect it with all sections of that rich and productive country which extends for hundreds of miles in every direction. I believe that Memphis has suffered more for want of good roads than any city in America; and for a long time it has been thought there was no remedy, for the reason that the whole region of West Tennessee and North Mississippi and the river bottom across in the direction of Arkansas, is destitute of stone, which of course has excluded the use of Macadamized Roads, and no substitute was thought of until recently, since the important discovery has been made that Plank Roads are not only the one, but the least expensive that have ever been made, the people of this rich, healthful and productive section have found that they were as well provided with the means of making good roads as any portion of the world. I will add a known fact, that the western and southern portions of Tennessee and North Mississippi have inexhaustible supplies of timber, of the very best quality for this purpose, and if the people had taken the thought sooner, or fifteen years ago, this region would now have been one of the garden spots of the South-west. But for want of roads and proper facilities for transporting their Cotton and other surplus products to market, many hundreds, and I believe I would be within bounds if I said thousands, of the planters and farmers who first settled in the country have removed, in despair, to other parts of the country possessing not half the advantages, perhaps, which this will have, when the improvements now projected and soon to be completed. The people of Memphis and the surrounding country in every respect are all on the qui vive, and are at stching every nerve to accomplish, in the shortest time possible, these improvements which have been so long and so much needed. A charter has been obtained for a Plank Turnpike with a double track from here to Holly Springs. The stock is all taken and the contract let out for the construction of the road from this city to Germantown, a distance of fifteen miles, and the work has been commenced and is progressing rapidly. Six miles will be completed by the first of October. I went out and took a ride upon it, and examined the modus operandi of its construction. It is built precisely on the plan of those at the North, which have been found to answer the most sanguine expectations of the projectors.

The Memphis and Somerville Plank Road Company have obtained subscriptions for all the stock as far as the county line, a distance of twenty-six miles. This is to be a single track of plank, with a graded dirt track fifteen feet wide on one side and five on the other. The contract is let for the first nine miles from Memphis, and it is to be completed that far by the first of January next.

There is also a large amount of stock subscribed for a Plank Road from this city to Panola, Miss., which has been started by both States. This Road Company has not yet commenced operations, I understand, on account of some defect in the charter granted by the Legislature of Mississippi, which will be rectified at the next session. But for this, the road would now have been under contract. These are the most important roads to be made, and those most interested have wisely determined to undertake and make them first. Others, less most, will be made afterwards as rapidly as the means can be obtained. It is intended, at an early day, to commence for making a Plank Road across the river bottom through Arkansas, which I presume in the course of two or three years will be extended to Little Rock.

But the greatest of all the enterprises which this public spirited people have now on the tapis yet remains to be noticed. I allude to the Memphis and Chattanooga Rail-road to intersect the great Charleston and Cincinnati rail-road, at the latter place. This road is of only important in the highest degree to Memphis, but, in my judgment, equally so to New Orleans. In fact it is far more important to our city than to Memphis, because it is the only means of preventing all the trade of the whole region of North Alabama, and the largest and rich at part of Middle Tennessee, which now goes to New Orleans, from being diverted and carried to Charleston. Our city now maps all the benefits of this large and important trade, and, if it can be retained, will continue to do so, with all the increase; but if we retain it by bringing it on this rail-road to Memphis, and thence down the river to our own city, Memphis will only derive those advantages incident to the receiving and forwarding of the produce of the country and the goods sent back in return. Some have expressed doubts whether the construction of this road will have the effect of retaining this trade; but on that point there need be no fears. When we come to consider the distances and the cost of transportation each way, it can be demonstrated, that all the cotton and other commodities from Madison and Lewistone counties, and all south and west of them, will come to Memphis and New Orleans as certainly as that water will run down hill.

Ex-Governor Jones, of Tennessee, is the President of this company, and is engaged in presenting its claims before the community with all his characteristic ability and energy of character. Col. Garnett, the eminently distinguished engineer of Georgia, has been employed as the Chief Engineer of the work, and is now engaged in making the survey. Before commencing the survey he made a careful reconnaissance of the whole route, and made a most favorable report. I learn that he states, without the least doubt or hesitation, that the road can be constructed at a less cost per mile than any road yet made in the United States, except three, and they extend a much shorter distance over very level districts of country.

It is estimated that the road will cost $2,000,000. Subscriptions to the amount of $1,500,000 have already been obtained, without any assistance from the State. There can be no doubt that the State will aid liberally. Her subscription will certainly not be less than half a million of dollars, and the probabilities are that it will be a million. If so, the road will be commenced without delay, and pushed forward with all possible energy to its completion. All these enterprises furnish the very best opportunities for the profitable investment of capital that I know of anywhere in this country. There can be no doubt that the stock of this rail-road will pay a large profit. The quantities of produce and of costly merchandise that must pass over it will be immense, and as a travelling thoroughfare, it is believed, it will not be surpassed by any in America. But it is the opinion of many very sagacious men, and not without strong reason, that the stock in the Plank Turnpike roads, leading out to the principal places in the interior, will pay a better profit than that in the rail-road. I repeat again that the people of New Orleans have a deep interest in all these works, and in every improvement calculated to bring more business to Memphis; for it must finally make its way to us. The cotton may be sold by the planter at Memphis, but no matter—the purchaser ships it right on to New Orleans.

But I must close. I see the Boston in sight, and I, therefore hope I shall have the pleasure to hand you this and bid you good morning about 9 o'clock on Saturday. In the mean time Adieu. C.

AFFAIR OF HONOR.—A duel was fought yesterday near the city, between Col. Bunch and Capt. Lewis, two of the Liberators. The cause of quarrel was some alleged misconduct of Col. Bunch while the Creole was at Cardenas. Reports extremely injurious to him have been in circulation ever since the return of the Liberating Army, and some of them have appeared in print.

Col. Bunch was in Mississippi, but arrived here this week, and Capt. Lewis, the commander of the Creole, promptly avowed himself as one of the authors of the reports, and at once accepted the challenge. The parties met yesterday afternoon, and Capt. Lewis was shot through both thighs. We learn that Capt. Lewis was not so severely wounded, but he could have continued the fight, had a second shot been demanded. We give the above as the street rumor without vouching for its correctness, except as to the fact of the fight.

Correspondence of the Crescent.

EAST PASCAGOULA, July 21, 1850.

MESSRS. Editors: In common with many of our citizens, I thought I had a good right to some days of recreation and freedom from the cares and confinement of the city, and as Pascagoula was formerly a favorite resort with me, I embarked on board the fine steamer Jas. L. Day, which, as every body knows, is commanded by the polite and attentive Capt. Bates, and arrived here last evening. I have not been here before for the last five years, and I find that many valuable improvements have added much to the beauty of the village and the comfort of its visitors.

The Hotel has been put in perfect order, with large additions to the buildings; the grounds are now laid out with much taste, and present a picturesque view, with all the advantages of fresh breezes from the wide and expanded "salt lake." The proprietor of the Hotel has built a new wharf and new bath-houses. Nothing can be finer than the bathing at the present time. The water, immediately under the bath-house, is about "up to your neck," and has a firm, sandy bottom. Imagine how delightful it is to plunge into the exhilarating element, and to float about upon its heaving bosom. It puts the body in a perfect glow, and just prepares you for enjoyment amidst the charming society you will meet on your return to the Hotel. Then, too, you have all the other adjuncts and environs of a watering-place—fine fish, wines, music, the dance, and, I suppose, plenty of flirtation and love-making! I find the Hotel about equally divided with visitors from New Orleans and Mobile. There are also many from other points. It is pleasant to witness such a happy commingling and so agreeable an interchange of civilities.

I took a long stroll this morning through the woods and about the grounds, passing different merry groups in my progress; some were reclining in happy indolence under the "spreading oaks," listening to the lowing of the herds, the "tinkling of the bells," and the music of the feathered warblers; others were busily engaged in the pleasant exercise, seated 'neath the ample shades, were inhaling the pure breezes from the broad expanse of waters spread out before them.

Immediately opposite East Pascagoula is the immortal ROUND ISLAND, which, tradition says, took its birth from the sinking of a ship, and around the wreck was formed the "small beginning" which was destined in after time to give it a conspicuous place in history.

The Jas. L. Day is in sight, and I must leave to attend the Regatta at Pass Christian to-morrow, from which place you will hear from me again. There are several others who will leave here for the Pass this evening, and all with kind feelings for Mr. Jenks and his assistants, who have by way of making you feel perfectly "to home" in this charming retreat. G.

PASS CHRISTIAN, July 22.

I found on my arrival last evening that a large number had gathered from various places round about, to witness the sport of the regatta. I give you a brief account of the race. Twelve sail contended for the prize, as follows:

First Class.—The Mobile Yacht Club's *Mischief*, and J. G. Robinson's *Sea Serpent*.

Second Class.—The *Wave*, entered by J. O. Nixon; Hingsley Club's *Nimgaron*; *Marapesa*, H. S. Sherman; *Cerulia*, Thomas Byrne.

Third Class.—*Minnie*, B. A. Whitney; *Cruiser*, Robt. Mott; *Crescent*, W. D. Vance; *Yacht*, Geo. W. Cullum; *Nina*, J. A. Deullet; *Mary*, James J. Day.

The Mischief won the prize in her class; beating the Sea Serpent. The Wave took the second class prize, and the Minnie was awarded the prize of the third class.

The following was the final placing of the boats, with the time of their arrival:

Mischief	2: 11: 40	Stingaree	2: 43: 45
Sea serpent	2: 20: 10	Marapesa	2: 44: 20
Wave	2: 24: 15	Marapesa	2: 50: 13
Minnie	2: 40: 30	Star	2: 54: 30
Crescent	2: 42: 45		

The day has been fine and all seemed to enjoy themselves. I noticed a large delegation from the officials of the second Municipality, who have for a short time thrown off the burdens of office and are vieing with each other to see who can make himself most agreeable with the people; the Treasurer, Attorney, and Chairman of Finance are among the number. The State at large is represented by the Treasurer of the State, and several distinguished gentlemen, who are and have been great favorites with Mr. Public. The Custom-house has also its representative in the accomplished Captain of the Hussars; and he seems quite as much at home in the Regatta line as in the Military. There are several lawyers here from different parts; and a very extensive practice seems to be done at the *Bar* of Col. Jack Fisher, in whose Court there are some clients that are "pretty hard cases." It has become a matter of taste to settle all difficult questions by appeals to his tribunal. The bathing here is good, and I am glad to see that friend "Montgomery's House" is filling up. I learn that the number of families who have taken cottages here, for the summer, has much increased this season. This is as it should be. The place is healthy and of easy access to the city.

Every thing has gone off pleasant to-day; the race was fine, the dinner capital, and the children's ball, a sprightly meeting of the little folks, who made one so much himself "a boy sig in." The large parlor was filled with the happy faces of childhood and their more sedate, but not less delighted, parents and guardians. The scene was a fairy one—the winged fleet of youth, unclogged by years, tripped it as lightly as ever the subjects of Queen Mab disported upon the dewy lawn. Hearts of gossamer bounded with the music's swelling cones, and eyes sparkled with the past and bright with visions of the future, danced as merrily in their liquid light, as the young forms which moved before me. A beautiful picture was that youthful gathering, calling from memory thoughts of old lang syne, "When you and I were young, John," and bringing back "the days when we went arrying along time ago." G.

Correspondence of the Crescent.

COOPER'S WELLS, MISS., July 18, 1850.

Dear Crescent: For some time past, having been deprived of the pleasure of reading your estimable paper, I know of no way of holding the communion with you, in which I so much delight, but by dropping a line to you from time to time, though I am afraid I shall prove too much of a bore for you.

Here I am, for the present, quartered around that great spring of rejuvenescence, so much sought after by the Spaniards in Florida, but at last discovered in one of the most delightful nooks in the pine-hills of Hinds county, Mississippi. Hither, at all seasons of the year, flock "the lame, the halt, and the blind," from every part of the Southern country, to test the marvelous virtues of this water which hath power to cure all the maladies "to which flesh is heir to." In a hundred years hence, visiters to the well will hear from some of the old women of this vicinity, the following legend of the discovery of this great fountain of life: "A long while since a worthy, pious and unassuming preacher of the Gospel, inhabited this, then, lonely and unfrequented spot, being seldom disturbed by the noise of rumbling carriages, or annoyed by the visits of unwelcome guests. Here happy in the enjoyment of a lovely family, by which he was surrounded, feeling the necessity of the cool spring water, which his distant neighbors enjoyed, to quench his thirst of a warm summer day, he bethought himself of undertaking the arduous task of digging in search of a spring. Hardly was the thought conceived, but the "man of God" set to work to accomplish his object. On the day, a great many fast, meeting with but little success, until evening drew nigh, on these words the inspiration came, which he had been laboring, determined to proceed no farther, and betook his weary limbs to his couch, where soon he was wrapped in the arms of Morpheus. But soon his slumbers were disturbed by an angel appearing unto him, and saying to him, 'Be not discouraged, good and faithful servant, dig on a few feet farther, and you will meet with ample reward for your toil and trouble.' Encouraged by this advice, our worthy minister rose from his couch early the next morning, and resumed the work he had given up. And very soon, after boring on with untiring assiduity, a glow of satisfaction might be seen to beam from his usually serious countenance, and a smile to flit across his lips. The faithful servant had been indeed rewarded for his labor, as was apparent from a fine gushing stream of water, flowing up from the solid rock. Soon after the water was found to have wonderful medicinal properties, which induced many people unto it, as unto the old the waters of the Jordan." This, which will hereafter be related as a legend, is now given as the true origin of the well. This establishment is owned by Messrs. Williams & Eppes, and to them is proving a fine source of revenue, under the management of that fine, courteous gentleman, Col. Long. A more accommodating Boniface is not to found at any of our watering places. There are now at this fashionable summer resort, some two hundred and fifty persons from different parts of Louisiana and Mississippi. There were no less than fifty arrivals at the Hotel on Tuesday, and nearly the same number yesterday. Many have come to try the virtue of the water, which is said to be very efficacious in diseases of the liver, bowels and kidneys. The water is essentially chalybeate. It is strongly charged with sulphureted hydrogen. Its contents are: Base—Iron, large quantity; Lime, do.; Magnesia, small; Alumina, do.; Soda, do. Acids—Sulphuretted Hydrogen; Carbonic Acid; Sulphurous Acid; Hydrochloric Acid. Also, organic matter.

Every thing is done by Col. L. to make pleasant the visit of those who come here for pleasure. Every night we have a dance—there being a fine band of music in the employ of the establishment—and the ball-room is graced with a large company assembled ready to offer up their abilutions to the Goddess Terpsichore. The other evening quite an array of beauty was presented to our admiring eyes, but I must not, in my too great admiration for the Mississippi ladies, forget our own Creole girls, to whom the former must yield the palm for grace of movement, in all that appertains to dancing.

We have few distinguished visiters here at present, the great indicted (Gov. Quitman) left a few days ago; but I see around here the Hon. D. L. Rivers, of Concordia, and your worthy confrere, the distinguished advocate of South Carolina abolitionism, Prof. J. D. B. DeBow, of New Orleans. Quite a hoax played off this morning on the green ones, by some wag looking himself as "Mullard Fillmore, Jr., New York."

A large vein of lead was discovered accidentally yesterday, in the field of Messrs. Owens, some four miles South-west of this place, which is believed will prove quite a fortune to the present owners of the place.

A eulogy of Gen. Taylor is to be delivered here next Tuesday by Mr. Chilton, of Tuskaloosa.

Yours, truly, BAPTISTE.

The periods of service, age, etc., of the various Presidents, from Washington to the lamented Taylor inclusive, are given below:

	Service.	Retired.	Died.	Age at Retire'n.	Age at Death.
Washington	8 yrs	1797	1799	66	68
John Adams	4 yrs	1801	1826	69	90
J. Berson	8 yrs	1809	1836	66	84
Madison	8 yrs	1817	1836	66	86
Monroe	8 yrs	1825	1831	67	73
J. Q. Adams	4 yrs	1829	1848	64	81
Jackson	8 yrs	1837	1845	70	78
Van Buren	4 yrs	1841		58	
Harrison	1 mo		1841		69
Tyler	3 yrs 11m	1845	1849	55	..
Polk	4 yrs	1849	1849	54	54
Taylor	1 yr 4 mos		1850	..	66

THE COMPANY OF WOMAN.—He cannot be an unhappy man who has the love and smiles of a woman to accompany him in every department of life. The world may look dark and cheerless without—enemies may gather in his path—but when he returns to the fireside and feels the tender love of woman, he forgets his cares and troubles, and is a comparatively happy man. He is but half prepared for the journey of life, who takes not with him, to soothe and comfort him, that friend who will forsake him in no emergency—will divide his sorrows—increase his joys—lift the veil from his heart, and throw sunshine amid the darkest scenes. No; that man cannot be miserable, who has such a companion, be he ever so poor, despised and trodden upon by the world.

Shreveport:

ITS CAPABILITIES AND CLAIMS ON NEW ORLEANS.

Shreveport is the second town of Louisiana, in population, wealth, business and enterprise. It was laid out in 1836, languished till 1844, and now contains nearly 4000 inhabitants. It is at the foot of the great Raft, and will, for many years, continue to be the depot for the greater part of the goods sent to the upper regions of Red River. Immediately above the town, commences that series of Lakes stretching far to the West, and which will, in a few years, add vastly to the Cotton product. But the chief business of Shreveport is with the fertile uplands of Caddo, De Soto, and Eastern Texas. This is the only point where the uplands extend directly to Red River, and it must be the shipping point for an immense extent of country. One serious objection, however, exists. The roads are badly cut up in the winter, and are rendered almost impassable. This evil, too, will only be aggravated by the rapid improvement of the country. Every plantation opened will only add to the difficulty. The soil is a stiff yellow clay, which retains the water until, by the slow process of evaporation, it disappears.

The present Cotton crop of the country which will naturally trade with Shreveport, will be 40,000 bales, at the least calculation.

But strenuous efforts are making to strike the Cherokee Reserve, by the improvement of the Trinity River; and already some of the trade has been diverted to Galveston.

A plank road from Shreveport to the Texas line, reaching some point fifty miles from the town, will secure to New Orleans the trade of one of the wealthiest regions of the South-west. The planters on the route are willing to grade the road, and furnish the timber; but it will cost $100,000 to saw and lay down the plank. The failure of the crop last year has crippled their resources. They cannot raise the money; but men sufficient in number will mortgage their plantations and slaves to raise a loan of the necessary sum, giving eight per cent. interest, and to be repaid in two years.

A paltry sum like this ought to be raised in this city without any difficulty. This loan will secure to New Orleans the trade of a most valuable region. The Cherokee Reserve is the most desirable section of Eastern Texas. When we lived in Shreveport, years ago, it was the theme of constant conversation. Its long distance from market, however, was the insuperable objection. But let a plank road reach it, and a vast country would at once turn out the Cotton bales, as if by enchantment. Without it, Shreveport will, perhaps hold its present position; but with it, there can be no doubt of its permanent improvement. New Orleans, too, will greatly suffer. If the enterprising citizens of Texas continue their exertions on the Trinity, they will soon make it navigable, for small boats, nearly to its source; and then, the entire trade of Eastern Texas will go to Galveston.

The Tehuantepec Treaty.

The Republic of Mexico and the United States of America, being convinced of the benefits which would accrue to both nations from the construction, by a company, of a transit way across the Isthmus of Tehuantepec, with a view of facilitating communication between the Atlantic and Pacific oceans, have thought proper to encourage such communication, and to that end the most excellent Sr. President of the Republic of Mexico, has fully authorized Sr. D. Manuel Gomez Pedraza, and the President of the United States of America, has conferred plenary powers on the Hon. Robert Letcher, accredited as Envoy Extraordinary and Minister Plenipotentiary of the United States of the North, near the Mexican Government, and the said plenipotentiaries, after having exchanged their credentials, which were found to be in good and proper form, have agreed on the following articles:

ART. 1. The person to whom the Government of Mexico may have conceded, or shall hereafter concede, the privilege of constructing a railway or canal, which, crossing the Isthmus of Tehuantepec, may connect the Atlantic and Pacific oceans, and persons employed in the work of construction, shall be protected in their persons and property, from the commencement to the completion of the work, and during the time through which the privilege may last.

ART. 2. In case the Government of Mexico may not be able by itself to give the stipulated protection, the United States of the North shall furnish it effectively, with military and naval forces; and the object of this treaty is to form an alliance between both nations, in order to guaranty the protection of the work.

ART. 3. Either of the contracting parties, in order to furnish the said protection, may employ, with the restrictions and under the conditions mentioned in the preceding article, the military force which may be adjudged necessary; and if the forces be those of the United States of the North, they shall be hospitably received in all the parts of the Isthmus, and will be permitted to carry the line of the work, or any part of it that may be thought proper.

ART. 4. The United States of the North shall furnish this assistance only in the event of its being required by the Mexican Government, expressed through the Minister of Relations of Mexico, or in the event of communications between the two Governments being interrupted, on the representation of the Minister Plenipotentiary of Mexico, near the Government of the United States of the North, or on that of its commissioner specially authorized, and residing on the line of the proposed road. The said shall be rendered in the manner and terms and only for the time which the person making the requisition may judge to be necessary, in case shall this auxiliary force be employed against the Mexican functionaries, as these will be compelled by their own Government to fulfil their obligations.

ART. 5. In case any difference may be raised between the Mexican Government and the present or future grantees, (concessionaries) which may occasion the loss of the privilege, the contracting parties shall make a mutual statement of their motives, and the other party shall make a similar statement, and both shall be submitted to two arbitrators, who have neither interest in the road, nor official connection with either government, and who shall reside in Mexico; the decisions of these parties shall be named by the holders of the privilege and the other of the Mexican Government, and these two, in case of disagreement, shall name a third, having the requisite qualifications, and there shall be no appeal from the decision of the arbitrators. The Mexican tribunals shall take cognizance of all other questions.

ART. 6. If a loss of the privilege result from the decision of the arbitrators, it (the privilege) shall be sold at public auction, under the conditions which the Mexican Government may impose, three months notice of sale being given to the public in two of the principal journals of Washington and Mexico. The sale shall be made by a commissioner named by the arbitrators. The product of the sale shall be delivered to the loser of the privilege, deducting for the Mexican Government, all the expenses of the judgment and sale. The legal excise (alcabala) shall be paid in Mexico. The commissioner shall give security for the management of his trust.

ART. 7. No government or foreign corporation can acquire the privilege, which only can be held by individuals (no purchase. The purchasers shall be obliged to prosecute the work to its completion, and to comply with the conditions imposed by the Government of Mexico on the preceding articles, (concessions) or any other conditions which the said Government may legally impose.

ART. 8. The contributions or tolls imposed on the citizens, officers and property of the United States of the North, shall be the same and no higher than those imposed on the officers, citizens and property of the United States of Mexico. But all the products of the soil or industry of Mexico shall pass at rates one-fifth less than those imposed on the same class of products of the United States of the North.

ART. 9. It is agreed that the Government of Mexico shall have full power to concede the same, but not greater, privileges than those which are here stipulated in its favor and that of the United States of the North, to any one or more of the commercial nations of the world or their citizens or subjects, if it may be deemed expedient. But the privileges being a compensation for the engagement of guarantee made by the United States of the North, Mexico shall not concede the said privileges to any other nation until the said nation, through a treaty satisfactory to Mexico, shall give the same guarantee as the United States of the North.

Both contracting parties shall manifest their own intentions to permit all the commercial nations of the world to be participants in the benefits of this road or canal, on complying with the conditions of this article.

ART. 10. Both contracting Governments bind themselves, conformably to the authentic interpretation of this treaty, as far as they may be able, to maintain the neutrality of the route and ten leagues on each side as Mexican territory, not only in time of peace, but during war, whether one of the two nations be engaged in hostilities with another, or the two nations be at war between themselves; it being understood that the route shall be free and secure in time of peace for all kinds of transportation of goods and merchandise, arms and munitions, but in time of war only merchandise or goods, not contraband of war, shall be free; the latter being prohibited. Notwithstanding neutrality of the route and of ten leagues on either side, Mexico preserves fully the sovereignty of the said route and territory, exercising jurisdiction over the persons or vessels that may be, equally as over those that may be in its other ports and territories, and the customary salutes shall be fired in the said ports.

ART. 11. If the holders of the privilege refuse to enter into a satisfactory arrangement in order to settle the toll or price of transportation, within twelve months from the date of this convention, or shall not comply with his engagements, the guaranteed protection to the work shall be immediately withdrawn. The toll shall not be fixed or altered by the grantees (concessionaries) without the approbation of the Government of Mexico, by alteration in the said rates of toll shall comprehend both contracting nations according to the terms of art. 8, preserving the distinction in favor of Mexican products; and in case no alteration shall be carried into effect, the Government of Mexico shall notify the Government of the United States of the North of the same within seventy days.

ART. 12. If any foreign holder of the privilege shall give his consent to this treaty in writing, in order that within four months it may be remoded in the Department of Relations at Mexico, or in the Mexican legation at Washington, of which fact the Government of the United States shall be notified. Before this, the treaty shall not be submitted to the Mexican Congress or to the Senate of the United states of the North.

ART. 13. This treaty shall be ratified and exchanged in Mexico and Washington, within nine months, and, if that is not possible, within twelve months from its date.

In faith of which, we, the plenipotentiaries of the Republic of Mexico and of the United States of America, have hereto put our hands and seals.

Done in the city of Mexico, on the twenty-third day of June, in the year of our Lord one thousand eight hundred and fifty, in the thirteenth of the independence of the Mexican Republic, and the seventy fifth of that of the United States of America. MANUEL G. PEDRAZA.
R. P. LETCHER.

PATRIOTISM OF THE SONS OF TEMPERANCE. The Philadelphia North American gives us the following interesting statement:

For some months past, the Subordinate Divisions of the Sons of Temperance of the State of Pennsylvania, through the hands of a Committee appointed by the Grand Division, have been making preparations for the presentation of a Stone to the Building Committee of the Washington Monument. They have been noiselessly at work, and have at length completed their plans. Two hundred Divisions throughout the State have already contributed $400 for that purpose. A block of white Pennsylvania marble has been purchased and will be put under contract immediately. The design for the face of the stone represents the Genius of Temperance gracefully reclining against a Fountain, pointing to a Tablet, in which is the Triangle and Motto of the Order; and underneath them the inscription—"The sacred safeguard of the liberties of the people, is Total Abstinence from all that intoxicates." The Genius of Liberty resting upon a Shield, stands opposite the Tablet, approving the sentiment. On her shield is a profile bust of WASHINGTON, and at her feet a burning censer; the gracefully ascending cloud from which against the inscription, greatly relieves and softens the picturesque effect of the whole. A heavy wreath of oak leaves, twined with laurel, surrounds the face of the Block, and a light wreath of flowers, emblematical of the three colors of the Order, surrounds the Tablet. The two upper corners will contain staves and gavels crossed, and the space between the allegory and the border, the words in heavy raised letters, "Sons of Temperance of Pennsylvania." The design tells its own story, and as a work of art deserves high praise. The work will require three months for its completion.

Louisiana Interior.

The 25th instant has been set apart at Baton Rouge for public solemnities in memory of the late President. James M. Elam has been chosen to deliver a eulogy on the occasion.

The Southern (Plaquemine) Sentinel of the 20th says:

"We had the pleasure on yesterday of examining the hull of a new steamer which will soon be launced in our Bayou. She was built, and is owned, by Captain Robert Short, and is intended to run between Grosse Tete and Plaquemine as a mail and passenger packet."

The Louisiana Floridian says that the planters of that Parish will cheerfully aid the building of a pland road between Clinton and Baton Rouge.

CENTENARY COLLEGE.—We have had opportunity of looking over a catalogue, just