The Daily Crescent.

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The Daily Crescent.

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FURTHER FOREIGN NEWS.

England.

In the English papers we find the following detailed statement of the cruise of the North Star, Commander Forsyth, one of the vessels which has been engaged in the search for Sir John Franklin:

Important from the Arctic Regions.—The North Star, which went out in May, 1849, with provisions for Sir John Franklin and the Arctic expedition, arrived at Spithead on Saturday. We were not could report any tidings of Sir John Franklin, or unhappily upon this important subject the North Star's log is an entire blank. She left the ice on the 9th of September, in 60° N. latitude, and 69° W. longitude, rounded Cape Farewell on the 17th September, and came into Spithead by the Needles. On the 30th of August the North Star saw and spoke the sloop-of-war Prince Albert, Commander Forsyth, in Possession-Bay. On the 31st the North Star sent a boat to the Prince Albert, when Commander Forsyth came on board and reported that he had also been to Port Neale, but had not been able to enter for the ice, and had found one of the American ships sent out to search for Sir John Franklin ashore in Barrow's Straits, that he had tendered assistance, which had been declined by the American commander, as, his ship being uninjured, he believed his own crew competent to get her off. Commander Forsyth reported that Captain Austin had proceeded to Pond's Bay in the Intrepid tender to the Assistance, to land stores. The North Star went on to Pond's Bay, but could not find any indications of Captain Austin's having been there. It is reported that he had passed the appointed spot in a boat. The North Star's people suffered much from the intense cold, but has only lost five hands by her perilous trip.

From the Aberdeen Journal.

Arrival of the Prince Albert.—The Prince Albert, Commander Forsyth, arrived here between 8 and 9 o'clock last night, (the crew all well,) and brings some important particulars, in addition to the intelligence brought by the North Star, and which are contained in the following statement, kindly furnished us by Mr. Snow, second in command. Commander Forsyth did not call at Port Bowen, as has been stated in the accounts brought by Capt. Sumners. He attempted to land at Port Leopold, but was prevented by the ice, over which the boats had to be dragged. When there, he met the American brigantine Advance, and, in company with her, went over to Cape Hurd and Barrow's Straits. He then proceeded to Cape Spencer, at Wellington Channel. Here there was a great deal of ice. Bore up on the 20th August, when Mr. Snow was sent to examine Cape Reilly. Here he found the Advance, which was aground. Mr. Snow found traces on Cape Reilly of five or six tents, or encampments, which, from certain peculiarities, he knew to be those of a vessel in her Majesty's service. He found that the Assistance, Capt. Ommanney, had been at Cape Reilly two days before, and had left the following notice:

"Her Majesty's Arctic Searching Expedition.

"This is to certify that Captain Austin, with the officers of her Majesty's ships Assistance and Intrepid, landed on Cape Reilly on the 2d August, 1850, where he found traces of an encampment, and a flagstaff, with a flannel, which evidently proved that some party, belonging to Her Majesty's ships, had been detained on this spot. Hereby I wish to know if anything has been discovered on this spot, since my departure. This is also to give notice that a supply of provisions and fuel is at Cape Reilly. Since 12th August, I have examined the south shores of Wellington and Bathurst's Islands, without meeting with any other traces. Captain Ommanney proceeds to Cape Hotham and Cape Walker, in search of the Intrepid tender, and will return to Cape Reilly, to leave a duplicate of this notice, and to leave Her Majesty's ship Assistance, off Cape Reilly, the 20th August, 1850."

Mr. Snow states that the traces of the encampments of a vessel in her Majesty's service were very evident. The women who were dispatched from the ship to examine these remains found a rope with the Woolwich mark, evidently belonging to a vessel which had been there last year. The work, and which, in all probability, was either the Erebus or the Terror. Other indications were also found which showed that some vessel had visited the place besides the Assistance. Mr. Snow left notice that the Prince Albert had called off Cape Reilly on the 25th of August. When Mr. Snow returned on board, the Prince Albert bore up for Cape York, on the eastern side of Prince Regent's Inlet. The ice extended completely across from land to land, and quite blocked up the passage down the inlet.

On reaching Cape York, Mr. Snow again went on shore, and found a cairn of stones, but no traces of anything. He left notice of his course of proceeding. As it was perfectly obvious, from the state of the ice, that the object of the expedition—the exploration of Prince Regent's Inlet, and the passages connecting it with the western seas—could not be carried into effect, Commander Forsyth resolved to return to England, and the Prince Albert then bore up to the eastward. Commander Forsyth landed at Possession Bay in the morning of the 29th of August, but nothing was found there to repay the exertion attended. On the 1st of September, the Prince Albert got into Pond's Bay. Mr. Snow was again sent on shore to make an examination of four points of land there, but on none of them could any traces be found of the objects of the search. They came out of Pond's Bay on the 2d of September. There was no ice to the eastward, nor on the whole passage homewards from Wellington Channel. The Prince Albert has explored regions which have seldom been reached, and has had a splendid run on her homeward passage.

With regard to the positions of the other expeditions, when last seen, it may be stated that on August 25th, when the Prince Albert was between Cape Spencer and Cape Innes, in Wellington Channel, Mr. Snow went at noon to the masthead, and saw the Assistance, as near as possible within Cape Hotham—Penny's township, the Lady Franklin and Sophia were in the mid channel—the American brigantine Rescue was close beside the ice near Cape Bowen. These were the only vessels to be seen there. The Intrepid could not be seen, but she was doubtless in company with the Assistance. The ice was very heavy, and extended all around from Prince Leopold Island to Cape Farewell, westward, seem to prevent any possibility of reaching Cape Walker; Cape Hotham might be reached with difficulty. In Wellington channel there was a great deal of ice, but it admitted of passages being made, in which the vessels were working; and Capt. Penny was pushing up the channel boldly. Capt. Austin, with the Resolute, had the Prince Albert in tow on the 16th August, and carried her to the entrance of Lancaster Sound. They then parted company, but did not meet again; but it was found that the Resolute had been into and had examined Possession Bay on the 17th August. The Pioneer had been detached from the Resolute, and was proceeding in the direction of Cape Walker.

The Felix, it was understood, was to make for Admiralty Inlet, and the last report of her was that she was standing to the northward, Sir John Ross being in doubt whether he should not return to England. The other American vessel, the Advance, when last seen was ashore near Barrow's Bay, but was expected to be got off. The Prince Albert has accomplished much during the short visit which she has paid to the Arctic regions. We have already stated that she had been in the Wellington Channel, which has not often been explored, and which Sir James Ross failed to reach. She has also been at Fury Beach, a point not reached by any vessel for nearly twenty years. It was, however, utterly impossible to land there, on account of the ice. The whole of the Coasts on Baffin's Bay were also examined, but no traces found of Franklin.

As to the whaler, the Prince Albert brings no intelligence which has not been already communicated to the public, by previous arrivals from the fishing ground.

The crew of the Prince Albert, as well as those of all the ships of the expedition, have enjoyed good health and spirits, in the important enterprise in which they have been engaged, and have, in short, felt no want hitherto, but that of success in the object of their search.

"The report," says the London Standard, "of the destruction of Sir John Franklin and the exploring vessels under his command, is, we have no less reason to believe, wholly unfounded. We have heard from good authority that the exploring ships under the command of Captain Austin have carefully examined that part of the coast in Baffin's Bay, where the scene of the catastrophe is reported to have taken place, and have not been able to discover a single trace or relic of any thing belonging to them, which could not have been the case had they perished in the manner reported."

France.

PARIS, October 3, 1850.

Galignani, in a second edition, says that dispatches have been sent to Turin to the French Ambassador, expressing disapprobation at the treatment of the archbishop. This will please the clergy and Austria. Much jealousy is said to exist in consequence of the evident inclination of the President to put the army. It is reported that General Changarnier left the Plain of Satory, after the review on Wednesday, rather abruptly, at the moment when the treat given to the troops commenced, at which Louis Napoleon presided. This, by some, is supposed to account for the depressed state of the funds, whilst others attribute the fall to the dread of a misunderstanding among the Friends of Order.

Miscellaneous.

A letter from Constantinople contains the following: "I am informed that the Hungarian refugees of Kutoya have received permission to quit the Turkish territory when the term of location is over. Kossuth has, it is stated, applied to remain in Constantinople; but the Divan is undecided on this point, which might give rise to complications. At all events, M. Yasmagi, a well-known spy, has proceeded to Kutoya to proclaim the royal amnesty to such as are included in it."

Accounts from Prague state that not even the state of siege could preserve Haynau from insult during his recent visit to that city. He could not show himself without being greeted with hisses and shouts of "Down with the Austrian butcher."

The Madrid papers state that a Spanish aeronaut, who boasts that he can guide his balloon against the wind, has been allowed funds by Government for his undertaking, and will, on the 15th inst., ascend at Madrid, whatever wind may blow, cross the Pyrenees, and over France, hovering specially over Bordeaux, and proceed to London, to receive from the British Government the reward offered to the man who shall discover the means of navigating the air in spite of atmospheric currents.

On Tuesday an Italian was taken before the magistrates of London, who has for the last nine years imposed on the public by pretending to be deaf and dumb, though he can speak well enough. Two years ago he went to Italy and purchased a farm with money obtained entirely by begging. He has left his farm in charge of a relative, and returned to London to beg further capital. He was sent to jail for a month.

Daring Attempt at a Smuggling Manœuvre.—Yesterday week, as the steamer Enterprise, which plies between Rotterdam and Yarmouth, was entering the latter harbor, she ran against the pier, and carried away part of the wooden work of the dock-head, discovering to the astonished Custom officers about 100 pounds of manufactured tobacco among the paddle-wheel machinery in such a position as no mortal would have dared to search. Bradley, the engineer, is in custody on the charge.

Interesting Statistics.—We take the following valuable abstract of British and American statistics of commerce and transit etc., from the New York Courier and Enquirer:

"A long communication in the London Morning Chronicle, from Mr. Mayhew, whose accuracy is unquestionable, contains interesting details in reference to British navigation, and the means of internal transit in the United Kingdom, from which we gather many of the following statistics.

"The number of British vessels in 1848 trading with foreign ports was 93,000, having an aggregate tonnage of 3,000,000, manned by 180,000 persons, and occupying a space [illegible] water equivalent to 24 square miles. The number of foreign vessels that annually visit the shores of Great Britain is about 153,000, manned by 600,000 persons.

"We have not the means at hand to draw an exact comparison in these particulars with our own country, but we are confident they would not show a marked difference in the commercial operations of Great Britain and America. According to the last Report of the Register of the Treasury on Commerce and Navigation, the number of entrances of American vessels into American ports for the year ending June 30, 1849, was 11,298, with a tonnage (American measurement) of 2,958,921, and manned by 199,017 persons; of foreign vessels, 20,200, with a tonnage of 1,908,896, and manned by 198,231 persons.

According to the last Parliamentary returns, made in 1848, the number of steamboats in the United Kingdom is 1,100, with an aggregate tonnage of 2,371, and an aggregate horse-power of 92,824. If all were placed abreast, they would reach 3 miles, and stem to stern they would reach 60 miles. The number of steamboats upon the waters of the valley of the Mississippi alone, as we find the other day, is at the present time over 1,000. The entire value of the vessels belonging to the mercantile marine of the British Empire is about $193,000,000; their annual earnings for freight is about $140,000,000; and the value of the articles they annually transport to and from the shores of the Kingdom is about $300,000,000. Full one-fourth of the entire commerce of the country is carried on at London. One in almost every 12 of the British ships are annually wrecked, causing a loss of property of nearly 15,000,000, and the destruction of 1000 lives per year, or one out of every 203 persons engaged in navigation. The sailing vessels employed in the carrying trade between the different parts of Great Britain and Ireland in 1848, numbered 8,672; they made 251,000 voyages, and possessed the capacity of carrying 23,000,000 of tons. London has four times as many sailing vessels, and ten times as much tonnage as any other port in the Kingdom, but has only one-third as many steamers as Liverpool.

There are now about 6,000 miles of railroad in operation in Great Britain and Ireland, and 111 different lines, irrespective of branches; about 1,500 miles are in course of construction, and there are 393 railways with a total length of 5,000 miles authorized to be constructed, and not yet commenced. In the United States there are now about 8,000 miles of railroad in operation. The but number of the Westminster Review states that the average cost of railways in the United States has been about $10,000 a mile, while that of the English roads has been nearly $200,000 per mile; including the sums squandered during the mania of 1845. The annual expense of a railroad in England is in fact more than the original cost of one in the United States. The entire cost of constructing the British railways was about $1,750,000,000. Above 65,000,000 passengers traveled upon three railroads last year, equivalent to two trips of 121 miles each to every man, woman and child in the Kingdom. These passengers in the aggregate traversed over a million of miles, paying an average fare of 2¼ cents a mile. There are on every English road, as in fact on every railroad throughout Europe, three classes of cars, the fare of the first class being as much again as that of the third, and half as much again as that of the second. The second class passengers in England are much more numerous than any other, they numbering last year more than three times as many as the first class, and the disparity is constantly increasing.

The total receipts of all the railroads in Great Britain and Ireland, last year, amounted to $55,000,000—the number of persons permanently employed upon them was 150,781. During the last six months of 1849 the number of persons who suffered from accidents on all the railroads of the United Kingdom was 218, of whom 106 died on account of their injuries, which is the proportion of one fatal accident to every 321,000 persons traveling. This offer is a most remarkable contrast in the comparative safety of railway and marine traveling, the individuals drowned in the latter being, as we have before stated, one in every 203.

The canals of Great Britain and Ireland are about 2500 miles in length, those of the United States about 4000. They were constructed at an expense of about $175,000,000, or about one-tenth the cost of the railways. Only 582 miles of canals have been constructed in the United Kingdom since the year 1800. About 2300 miles of the rivers in Great Britain and Ireland are navigable. Nearly 2,000,000 of persons annually travel by stage coach in Great Britain, performing a distance of 385,000,000 miles. The turnpike and other roads of Great Britain (exclusive of Ireland) are 120,000 miles in length, maintained at an annual expense of $8,000,000.

The railways, canals and roads, of Great Britain and Ireland are 130,000 miles in extent, and the cost of their construction was over $1,930,000,000. Adding to this $271,000,000, the sum expended on the mercantile marine, we have the gross total of *twenty-two hundred millions of dollars* invested by Great Britain in the means of domestic and foreign communication and conveyance. What can more forcibly exhibit the tremendous energy and activity of our great commercial rival?

AUCTION SALES.

BY J. A. BEARD.

Elegant....Parlor....Furniture....Curtains....etc.
Without Reserve.
BY J. A. BEARD, Auctioneer.

MONDAY, October 28, at 11 o'clock—Will be sold at the Residence, 126 Gravier street, by order of Executrix, belonging to a family leaving the city, viz:

A splendid lot of Parlor Furniture, Brussels Carpets, Elegant Curtains and Ornaments, French Bedsteads, etc. etc.

Terms Cash. o23

Extensive and Important Sale of Carrollton and Algiers Real Estate, without reserve, to close a concert, with all the improvements thereon, comprising an elegant new and modern built Gothic Mansion, delightfully located for a gentleman's residence, only 20 minutes' drive from the city of New Orleans.

BY J. A. BEARD, Auctioneer.

TUESDAY, the [illegible] and the following days, at 12 o'clock—Will be sold at [illegible] Banks Arcade, without reserve, to close a joint interest, [illegible] dissolved partnership, very slightly [illegible] in the town of Carrollton, and on the Mississippi River at Algiers. The latter property is well located for a warehouse, coal yard or shipping yards and wharves, and by a decree of Congress [illegible] Mississippi River, [illegible]

For sale.

I. Ninety-six Lots in the squares within Sixth, Elliott, Seventh, Shore and Jackson and Eighth streets.

II. Forty-eight Lots in squares within Fifth, Sixth, Jackson and Eighth streets.

III. Six Squares between Eagle, Maurice, Eighteenth and Nineteenth streets; between Maubelle, Jackson, Eighteenth and Nineteenth streets; between Eighteenth, South Alex, Carrollton and Jackson streets; between Maubelle, Jackson, Nineteenth and Eighteenth streets; the half square between Maubelle, Jackson and Eighteenth streets, being one hundred and forty-four Lots, case the Council.

IV. Forty-eight Lots in square bounded by Third, Fourth, Washington and Elliott streets.

V. Forty-eight Lots in the square bounded by Seventh, Eighth, Colby, Eagle and Maurice streets.

VI. Twenty-four Lots in square bounded by Adams, Fourth, Washington and Elliott streets.

Twenty-four Lots in square within Adams, Frank, Pinson and Fifth streets.

Twenty-four Lots in square within Frank, Elliott, Washington and Sixth streets.

Twenty-four Lots in square within Frank, Elliott, Washington and Sixth streets.

Twenty-four Lots in square bounded by Jefferson, Colby, Seventh and Eighth streets.

Twenty-four Lots in square within Jefferson, Colby, Seventh and Eighth streets.

Twenty-four Lots in square bounded by Jefferson, Lowelles, Seventh and Colby streets.

Twenty-four Lots in square bounded by Jefferson, Lowelles, Seventh and Colby streets.

Twenty-four Lots in square bounded by Maurice, Colby, Lowelles and Seventh streets.

Twenty-four Lots in square bounded by Fifth, Dublin, Jackson and Carondelet streets.

Twenty-four Lots in square within Fifth, Dublin, Jackson streets and Carondelet street.

Twenty-four Lots in square bounded by Seventh, Maurice, Lowelles and Eighth streets.

Twenty-eight Lots in square bounded by Eagle, Maurice, Seventh, Eighth and Maurice streets.

Twenty-eight Lots in square bounded by Eagle, Maurice, Eighteenth and Nineteenth streets.

Twenty-eight Lots in square bounded by Eagle, Maurice, Nineteenth and Jackson streets.

Twenty-eight Lots in square within Eagle, Maurice, Nineteenth and Jackson streets.

Two Thousand Square Feet Twelve Lessons, in chaste, at her Academy, Private Lessons of four or eight, at pleasure, Eight Dollars for Ten Lessons; Private Lessons of one or two, One Dollar each lesson.

Madlle Vincent will be found at her academy at all hours of her class days—Tuesdays, Thursdays and Saturdays—from 9 o'clock for Ladies till 3; at eight o'clock for Gentlemen till ten P. M.

The Dancing Academy will begin the 11th of November. o22 4m

PRIVATE DANCING ACADEMY.

MONSIEUR DEVOT respectfully informs the beau monde of Carrollton, the Faubourgs and the Lessees and Residents of New Orleans (not to well operate Arch) that he will open his Private Dancing Academy, on the same period, one of the six, for the same terms, and to the same patronage, as he has been accustomed to the Academy of Europe the indispensable art of all gentlemen—the Polka, Schottische, Redowa, Mazurka, Polka Mazurka, Cotillions, Quadrilles, Cotillions, Polka, Mazurka, Redowa