The Daily Crescent.

OFFICIAL JOURNAL
Of the Council of the Second Municipality.

NEW ORLEANS:
MONDAY MORNING, DECEMBER 16, 1850.

See advertisements of Auction Sales on first page.

Owing to the press of advertisements, and the length of the interesting article by Mr. Kidd on the excursion and explosion of the Anglo-Norman, we are compelled to defer many articles of news, etc.

LYCEUM LECTURES.—With excellent judgment the lectures before the Lyceum are confined to subjects of natural science. For our own part, we are sick of lectures on literary topics. A writer in the National Intelligencer expresses sensible views on this subject, which we adopt: "The physical sciences, which require more or less of actual experiment and ocular demonstration to make them understood, and about which the public in general are very scantily informed, are the true field for popular lectures, and the multiplication of such courses would be a real benefit."

THANKSGIVING.—The Governor has fixed next Thursday as Thanksgiving. The attempt to introduce this festival in Louisiana is a failure. The Puritans established the day to take the place of Christmas, and it answers the end of that holyday. As Christmas is observed in all the Southern States, there is really no good reason for attempting to add another holyday. Little or no attention is paid to the day, and it may as well be given up.

THE ANNUALS.—Steel has the largest collection of these splendid toys ever brought to the city. Many of the American volumes may well bear comparison with the English. One of the most superb, is the religious souvenir "The Savior with the Prophets and Apostles." This is published by the Appletons, and corresponds with the two former volumes issued by them. It is undoubtedly the most splendid specimen of book making which American art has produced. There are eighteen engravings, which represent the Savior and the principal Apostles and the Prophets of the Old Testament.

There are several other Scriptural works from the press of the same publishers, with costly illustrations. Among the English works we notice particularly Wordsworth's Greece. Heath's new Gallery of English Engravings. The collection is so extensive, and the books all so splendid, that it is difficult to select. They are like rival beauties in each other's way.

THE HISTRIONIC BALL.—On Thursday evening last, the anxiously anticipated opening ball, at the Histrionic Hall, took place, and it is superfluous to state that it surpassed all the fairy visions which the fertile imaginations of our beaux could conjure up. A spring floor was placed over the area of the hall usually allotted to the musicians, bringing it on a level with the stage; and the whole being thrown into one room, made a spacious saloon, of a most pleasing and unique appearance. The whole was brilliantly illuminated, and the music the best Hoffizer's unrivalled band could "bid discourse."

Of the many ladies present, it would be, in our opinion, invidious to particularize, especially when all of them were claiming, as they ever are when—

"Gaily sounds the cautious,
Beating time to bounding feet,
When after daylight's golden set,
Maids and youths by moonlight meet."

Of the young gentlemen, their white kids, moustaches, or growing imperials, we will say nothing, except that they were in the best trim.

One of the most pleasing features of this soiree was, that all present seemed to be old friends, glad to meet each other, and determined to enjoy themselves—putting one in mind of the reunions a few years since at the St. Louis—things which we began to fear had "passed away" with the "good old days of yore." For the last three years, balls have been in the wane in the First and Second Municipalities, but as "Melpomene" has taken the matter in hand, no more doubt, after the model one, but that the series to be given at Histrionic Hall, will be the most brilliant and *enhrehd* ever witnessed in the Crescent City.

The second of the series—a Dress Ball—takes place next Thursday evening, the 19th instant, after which, they will occur in their order, on the first and third Thursday of each month.

THE ST. CHARLES.—Miss Deas and Mr. Neafie are now playing together. They appeared on Saturday night in the "Wife of Mantua," and performed with marked success to a large audience. They will remain this week. The friends of the drama should not miss this opportunity of seeing these two talented artists.

Thanks to the steamers Jas. Millinger, Pocahontas, Florida, California, Buckeye and Gen. Lafayette, for late papers.

The steamer Ohio and Martha Washington brought us last evening, late river papers. We thank them.

Bunce has moved to 16 Royal street, as every body knows who goes to the Post-office; for his store makes such a display that no one can avoid admiring it.

The attention of the public is called to a Fair to be held in the Armory Hall on the evenings of the 16th, (to-day) 17th, and 18th instant, for the benefit of the Church of the Annunciation, situated opposite Annunciation Square.

We are informed that great pains have been taken by the ladies connected with this church to make this Fair one of the most interesting and amusing that has ever been held. We hope their efforts to assist the Vestry to relieve this beautiful church from the balance of a debt incurred in building it, will meet with an ample reward.

THE NEWS-LETTER.—The prosperity of this admirable little sheet still continues. It has so grown in the estimation of the public, and in patronage, that its proprietors have determined to issue it hereafter semi-weekly—on Wednesdays and Saturdays. The success of the "News-Letter" is well deserved. We trust that it will be greater still.

SALE OF CLOTHING.—We call the attention of the city and country trade to the sale of clothing, manufactured expressly for the city and country retail trade, which will take place this day, at ten o'clock, a.m., at Messrs. J. B. Blache & Co.'s Auction Rooms, No. 77 Chartres street.

Interesting Public Meeting.

By a notice in an another column it will be seen that a meeting is to be held in the Presbyterian Church, in Lafayette Square, on Monday evening, 17th inst., in behalf of the colonization cause. The Rev. R. R. Gurley, of Washington city, will address the meeting. Mr. Gurley has been the Secretary of the American Colonization Society, almost from the commencement to the present time. He has been the able and eloquent champion of this cause in all parts of the country for many years. He has defended it in England and in this country, against both foreign and domestic foes, found among abolitionists and others.

What will be especially interesting in the address of Mr. Gurley, is the account he will give of his recent visit to the African colonies in the Republic of Liberia. He visited them in 1824, having been sent out by the American Colonization Society. The settlements were then in their infancy. In 1849 under an appointment of President Taylor, he again went to Africa to inquire into the condition of the people, who had then but lately become an independent government. He will thus be able to state, from personal observation, what progress has been made in twenty-five years.

Mr. Gurley's report to the government was ordered to be printed by the Senate of the United States in September last, and will soon be out of press.

We regret to learn from a private letter from D. M. Corwine, brother of our Consul at Panama, that young Hardin, who disappeared mysteriously last spring, has undoubtedly committed suicide. The letter says:

"The son of our esteemed friend, Hon. Benj. Hardin, (B. Rowan Hardin,) who was appointed Secretary of the United States Legation at Chili, disappeared very mysteriously some time in March last, and nothing was heard of him until a day or two since, when his remains were found in the vicinity of this place, where, it is presumed, they have been lying since the time of his disappearance. It was presumed at the time that he had committed suicide, (he had tried to do so once before,) and his remains being found in such a position, leave no doubt of the fact. [Picayune.

DUBUQUE (IOWA) HARBOR.—An election was held in Dubuque, on the 25th ult., by order of the City Council, to take the opinion of the inhabitants as to the propriety of borrowing $20,000, to be applied to the improvement of the harbor of that city. There was an almost unanimous vote in favor of the measure. The money is to raised and used only in case of failure by Congress to make the appropriation reported in a bill last session.

LAKE SUPERIOR.—Six years ago there were but two vessels of any kind on this inland sea, and not more than one or two white families between the Sault Ste. Marie and La Pointe, a distance of 400 miles. Now there are three large propellers, six or eight sail vessels, four light-houses, and several thousand inhabitants scattered along the coast. The climate is healthful and invigorating; the water pure and transparent; the fish abundant and most delicious; the soil produces the finest potatoes and other vegetables in the world, and copper, iron, and other valuable minerals are found in inexhaustible quantities.

A ship canal of less than one mile in length, at a cost of not over half a million dollars, would connect this rich and extensive mineral Lake region with all the commercial parts of the world.

The Excursion.

One of the editors of this paper, who has been reported to have been of the party which was on board the *Anglo-Norman*, on Friday last, has been repeatedly requested to give an account of his own experience in that disastrous excursion. He undertakes briefly to do so:

The boat left the foot of St. Joseph street at precisely thirteen minutes before 11 o'clock. After leaving I observed several gentleman on board the ship, along-side of which the boat had been lying, whose purpose was to join the party. They made considerable effort, by hallooing and the waving of handkerchiefs, to induce the boat to return to take them on board. It is well for them that it did not do so!

The boat left her moorings with a pressure of steam of twenty-seven inches. Only five more inches were wanting to reach the maximum of the steam-guage. Under such a pressure the boat moved with rapidity, as she did apparently with ease, up the river, along the extended line of shipping. The banner of the Union, spangled by *thirty-one* stars, floated from the tall flag-staffs at the bow and the stern. The sun shone balmily, a breeze from the South blew freshly, and upon the faces of all on board was an expression of much satisfaction. It was frequently remarked in my hearing, what a relief it was thus for a while to escape the confinement of business, and the turmoil of city life! As we passed by the noble steamship Ohio, she gave us a cordial salutation by the ringing of her large bell, which graceful compliment was readily responded to by the bell of the Anglo-Norman.

It is impossible for me to make an accurate estimate of the number of persons on board; but I should say not less than one hundred. There might have been more. I have at no time seen a more highly respectable and accomplished company of gentlemen. All were present by special invitation, and most of them distinguished in the various branches of business in which they were respectively engaged, and as useful members of society. They were present to witness an experimental trip of the first low-pressure boat ever built, out and out, by the mechanics of New-Orleans. There were also on board some six or eight ladies.

In the building of the boat no means had been spared. Mr. J. W. Stanton, one of our most enterprising, intelligent, and useful citizens, who furnished the capital for the building of the boat, said to me that her cost was in the neighborhood of $50,000. She had only one boiler; but that one was of immense proportions, being thirty feet in length, sixteen feet in width, and nine and a half feet in height! It is said to have been the largest ever constructed in this country. The entire machinery was massive in size, and had every appearance of excellence in finish. The structure and working of every portion of it was, while the boat was under way, thoroughly examined by competent judges as there are in the Southern country, and pronounced admirable. I did not hear the expression of a dissenting opinion. The boiler was made by Armstrong & Co., and the entire machinery was cast at the foundry of Messrs. Leeds & Co.

The boat proceeded as far up the river as the Red Church, some twenty-four or five miles, before she tacked for her return to the city. About this time the passengers were invited to the cabin to partake of a collation. This table scene was one of the most interesting in which I have ever participated. After the more substantial fare was disposed of, sparkling wines were placed before us. Many declined altogether to partake of them, but no one did to excess. There was no great flow of wine, but there was a remarkable flow of good feeling, and no want of raciness in the sentiments that were proposed.

Col. Garland, the popular Treasurer of the Second Municipality, led off, more, I know, from being pressed to it by others, than from any disposition of his own to make himself conspicuous on the occasion. He proposed "The union of capital and intelligence," on which sentiment he made many excellent and forcible remarks. He said that, heretofore, the citizens of New Orleans had too much depended on their individual exertions; that though, in individual cases, wealth might be thus obtained, the interests and welfare of the city at large could not be promoted. The want of union of capital and intelligence had been a more serious draw-back than any other upon the prosperity of New Orleans. Great enterprises, in governments like ours, could be accomplished as a general thing, only by a combination of individual effort. He thought that public sentiment on this subject was undergoing a change; he believed that the experimental trip of the Anglo-Norman was the beginning of a new order of things; it would demonstrate to the public the great advantages resulting from the union of capital and intelligence. The sentiment, and the animated remarks of the Colonel, were received with great applause.

Col. Lumsden, of the Picayune, was then called on for a toast. He gave: "Col. Garland may have the *intelligence*—give me the *capital*." This was received with laughter and applause by the whole company.

Mr. Thos. A. Adams, of the Crescent Insurance Company, was called on for a sentiment. He gave one, which I regret to have forgotten, and accompanied it by many well-spoken and judicious remarks. He alluded, with much feeling, to the past history of this country—its extraordinary growth—its present prosperity and power—its future, the greatness and magnificence of which no one could foresee, if we but remain a united people. Sir Robert Peel had said, speaking of the United States, "Behold that great country!" *The greatness of our country*, said Mr. Adams, *can only be preserved by the preservation of the Union.* This remark was responded to with immense and long continued applause.

A sentiment from some quarter, particularly directed at Mr. J. W. Stanton, the owner of the Anglo Norman, brought that gentleman to his feet. His remarks, though delivered in an unpretending colloquial tone, struck every one present as particularly well-timed and sensible. He spoke in terms the most complimentary of the artisans and mechanics, the result of whose combined labor and skill was the fine steamer on board which the company were then enjoying so delightful an excursion. He said that greater mechanical skill was not to be found in any portion of the Union than here; and in his opinion, there was not a better piece of workmanship afloat on any water than the Anglo-Norman. She was not only the first boat built, in all her parts, by mechanics of New Orleans, but the first low-pressure boat ever built for regular service on the turbid waters of the Mississippi. She was an experiment; but the experiment, in his own opinion, and in that of the most competent judges, would prove eminently successful. And why, he asked, should not New Orleans successfully engage in boat and ship building? There was no spot in the Union nor on the globe, which was so favorably situated for this department of mechanical enterprise. No place possessed so many advantages. That could be said of New Orleans, and of the Southern portion of the Union, which could not be said of any other portion of the world—that here we are in possession, without importation from abroad, of every material that is wanted in the construction of steam-boats, steamship, and sea-going vessels of every description. We were beginning to discover these unequalled advantages, and to make use of them. The Anglo-Norman was a pioneer in this great enterprise. It was the beginning of the competition which would hereafter wax warmer between the mechanics of the East and of the South and West—it was the first gun fired in the great battle of skill and enterprise destined to be fought between these different sections of the Union, which, in his opinion, would surely result in victory to the South and West. Mr. Stanton concluded by proposing the sentiment, "The mechanics of New Orleans," which was received with prolonged cheering.

Mr. Junius Beebe was complimented by a remark of Mr. Adams as the person who had put a stop to the practice of the leaving of ships on Sunday for sea. Several unsuccessful efforts had been previously made to elicit a sentiment, or some remarks from Mr. Beebe. This one he could not resist. He arose, and modestly acknowledged the compliment. He took occasion, however, to say that the abandonment of the practice of ships going to sea on Sunday, was not the result of his own individual exertion; he had but co-operated with others who labored as strenuously as himself to accomplish the same object. Mr. B. then proceeded to recount very briefly some of the incidents of his life. Twenty years ago he was put ashore on the New Orleans Levee a destitute boy—without money, and friendless. He went to work in the first service which presented itself by which he could make a living. Since then he had never ceased to work, and his fellow-citizens present knew what success had attended his efforts; which success, in his opinion, was no greater than would attend the efforts of any other poor youth who, like himself, would go to work, and stick to it. In reply to a compliment paid him for his services as a member of the Senate of the State Legislature, he said that he was gratified to know that his efforts in this capacity had met the approbation of his fellow-citizens. He should endeavor in future, as heretofore, in the discharge of the duties of this elevated trust, to do all in his power to advance the interests of New Orleans and of the people of the State of Louisiana. He complimented Mr. Stanton, in very liberal terms, as the projector of a great improvement in the towboat service—the introduction of the low-pressure engine, which he hoped and believed would prove entirely successful. He had examined the Anglo-Norman with great scrutiny, and had come to the conclusion that she was one of the best specimens of workmanship that he had ever seen in steamboat building—an honor to her projector and owner, and to all who had taken part in her construction. He then proposed as his sentiment, "Our hungry friends outside." This was received by a peal of laughter, and a general adjournment from the table.

I will take occasion here to say, that the foregoing brief report of the proceedings at the table is made up entirely from recollection. Some of the sentiments offered, and many of the remarks made, have entirely escaped me.

The whole company at the first table, with the exception of the ladies and the gentlemen who attended them, went forward, and enjoyed themselves in promenading the spacious boiler-deck, in jovial conversation, or in viewing the fine scenery which skirts the banks of the noble Mississippi. In the mean time the announcement that the second table was ready had called into the cabin all who had not been able to get seats at the first table.

About this time I recollect to have been engaged in conversation with Mr. Perry, of the Bulletin, and Mr. Bigny, of the Delta. Mr. Beebe, at the time, was pronounding the deck alone, and became, from some cause, the subject of conversation. Mr. Perry spoke of him as one of the most moneyed men in New Orleans, and one of the most judicious in the use of his means. He said that ever since his coming to New Orleans, Mr. Beebe had been one of his best friends, and that no man was capable of being a warmer or more devoted friend; that he was, besides, a public spirited man, ready at all times to engage, with his heart and his means, in every enterprise to promote the interests of society. Mr. Bigny will distinctly recollect these remarks. Alas! how little thought they, that, within one hour, they would both be hurried into eternity!

A large number of gentlemen who had previously been standing or walking on the boiler-deck, at the special invitation of Capt. Reinhardt, had gone back into the cabin to join the party at the second table in sentiments, wine-drinking, etc. Neither Mr. Bigny, Mr. Perry, nor myself, went. We were soon afterwards joined by Mr. Hampson, chief engineer of the Carrollton Railroad. After discussing for a while the subject of crevasses, Mr. Hampson left us, going back, I think, toward the cabin, and Mr. Perry going forward, four or five paces, where, just a little to the right, and in advance of the pilot house, he seated himself, resting partly on the single rail which enclosed the boiler-deck, and quietly enjoyed a well-spent segar, and the fresh wind which was then blowing from the South. Mr. Bigny and myself took the only two chairs remaining unoccupied on the deck, and placed them, his with its back to the pilot-house, and mine with its back to the chimney. It will be seen at once that we seated ourselves immediately over the monster boiler of the boat.

We had been but a very few minutes engaged in conversation when a jet of hot water, accompanied by steam, was forced out of the main steam pipe, just aft the chimney, and fell in a considerable shower near to us. I had not before noticed any thing of the kind, and thought it very strange. I was just about remarking this to Mr. Bigny, when I was suddenly lifted high into the air, I know not to what distance. I have a distinct recollection of passing, rather irregularly, through the air, enveloped, it seemed to me, by an impenetrable cloud. There was a sufficient lapse of time for me to have a distinct impression on my mind that I was inevitably lost. In what position I entered the water, and to what depth I went, I have not the slightest idea. When I arose to the surface, I wiped the water from my face, and endeavored to get a view of things about me, which I was prevented from doing by the vapor of steam which enveloped every thing as a cloud. This, however, was, in a short time, dissipated, and I then had a clear conception of my situation. I found myself still in the possession of my senses, and my limbs all in good working condition. I looked round, as I thought in every direction, and could only discover that I was not far from the middle of the river, and in the neighborhood of some twenty or thirty others, who seemed to have been thrown into the river somewhat in a heap. They were sustaining themselves on the surface as best they could, many of them endeavoring to get in possession of floating pieces of the wreck to aid them.

I could see nothing of the exploded boat, and was fully satisfied in my mind that she was blown all to pieces, and every being on board lost but those who, like myself, were still struggling in the water. I will do myself the simple justice to say, that from the time I arose to the surface I had no apprehension of drowning, notwithstanding the chances that seemed against me. I never felt more buoyant, nor swam with greater ease. Still, I thought it well enough to appropriate whatever aid was within my reach; so, like others, I began a race, which proved a tedious one, after a piece of a shattered plank. I finally reached it, and putting one hand rather rudely upon it got a souse for my pains—the piece was too small to render me any material service. I abandoned it, and turned in the direction of a steamboat (which I afterwards learned to be the Natchez) which was making towards us. To keep my face toward the approaching steamer I found that I had to oppose the strong current of the river. This, together with the coldness of the water, so exhausted my physical energies that, for a brief space, I felt that I might not be able to keep myself on the surface until the boat should come within reach of me. As the boat came near to us there was a cry from a large number of my unfortunate neighbors—"Stop the boat!" "Stop the boat!" There was, indeed, great danger of our being run over by it. I, however, had no fears on this point, and made no effort to get out of its way. Fortunately for myself I was one of the first the boat approached. A sailor threw out to me a large cable, which I succeeded in grasping at the first effort. I was drawn to the boat's guards, which were several feet above the water. While drawing me up the kind-hearted sailor cried out: "Hold on, partner!" But I could not; my energies were exhausted; the rope was slipping in my hands, and I should certainly have fallen back into the water, and perhaps have been carried irrecoverably out of reach, under the boat's guards, had not another sailor quickly reached down and got hold of one of my arms. I was drawn on board about as nearly lifeless as folks get to be who are not dead. Two stout men kindly assisted me up into the cabin. A blanket was wrapped round my shivering and almost insensible body.

As soon as there was a restoration of a little vital warmth I became deadly sick, and but for my rather ungraceful casting up of the bountiful dinner and fine store of champagne, taken about an hour before, by a violent erection from my stomach, I am not sure as to what would have been the consequence. About half a glass of brandy and peppermint was then administered to me; my chest, which I discovered, both from its soreness and my spitting of blood, to have been somewhat bruised, was copiously bathed with whisky, and I began gradually to improve. Friend Bigny was one of the first whom I met on board. He had escaped in about the same plight as myself. You may be sure it was a happy meeting on both sides.

I have not the heart now, nor am I able, to describe the heart-rending scene on board the Natchez—the bruised, maimed, gashed and scalded, that had escaped a watery grave, several of them, poor fellows! but to encounter death in a more terrible shape.

I will add another line to this already too extended narrative: Had it not been for the proximity of the Natchez, at the time of the explosion, there can be no doubt that the large number, perhaps all of those who were thrown into the water, would inevitably have drowned. Yet, to all appearance, her proximity was entirely accidental: she might have been just as well, at that particular time, five miles above or below. How wonderful, truly, are the ways of Providence! R. A. K.

Arrivals at Principal Hotels....Dec. 15.

ST. CHARLES.—T Molloy, W S Kennedy, M Hoppe, N I J B Taylor, J P Perry, N O; K T Lewis, Md; J E Kendall, D C; J G Cairnwright, N C; A Robinson, Tenn; N S Ludlow, Ala; J Love, Ky; F H Weeks, S C; W Weeks, J C Humphreys, W P Brooks, Miss; J W Hill and family, Ky; C W Woolley.

BANKS ARCADE.—H Allen, P H Childers, Md; E S Mosely, Dr N Gotchell, Texas; Mandeville, W C Riddell, J E Gaylen, W H Lawton, La; T F Weil, A Reid jr, T L Rennie, T Barnett, Va; T Y Shields, E S Johnson, W Y Dugan, N O; A B Dodd, J T Collins, Miss; W W Richard, Ohio; S C Feldmann, Md; J J Clark Md; Worth, Pa; J C Dunn; T W P Clapton, Ky.

VERANDA.—F S Gould and son, G S Beckley, E Greenberg, F Marsin, A; S M Hildebrand, Pa; E Hodge, Ohio; S Andrews.

George Washington Lodge No. 65.

☞ A regular meeting of "George Washington Lodge, No. 65," will be held on TUESDAY EVENING, the 17th instant, at half past 6 o'clock, at Masonic Hall, corner of Baronne and Perdido streets.——A full attendance of the Members is earnestly requested, for the purpose of holding the annual election of officers.——Visiting Brethren are invited.——By order of the W. M.

dlt F. A. DENTEL, Secretary.

Holland Chapter No. 1.

☞ A regular meeting of "Holland Chapter No. 1" will take place THIS EVENING, at Masonic Hall, corner of Baronne and Perdido streets.——A full attendance will please be punctual to attendance.——By order,

d 21, 2 H. RIE, Secretary.

☞ **Louisiana State Colonization Society.**—By motion of the Society, the Rev. R. R. GURLEY, Secretary of the Parent Society at Washington, will deliver an address on SUNDAY EVENING, at 7 o'clock, in the Presbyterian Church, Lafayette Square.

d18 J. H. GRIMILE, Secretary.

OFFICE BOARD OF UNDERWRITERS OF ST. LOUIS, Monday, October 14, 1850.

☞ At a Meeting of the Board this day held, the following preamble and resolution were adopted, to wit:

Whereas, It is the opinion of this Board that the grounding of steamboats in the Mississippi River or tributaries from which the most of the losses by fire, if ever, arise (and is not sufficient cause for general or partooular average or sue) instead of owners of cargo and underwriters, pay heavily or such proceedings are frequently the result of overloading or getting out of the channel; therefore, be it

Resolved, That the Companies and Agencies composing this Board will neither honor (or hold not judge of any vouchers that may hereafter or make a claim for grounding.

d18 1w W. H. PRITCHARTT, Secretary.

PENMANSHIP and BOOK-KEEPING.

MR. DUNLOP has opened his office in Duncan's Buildings, 67 Exchange Place, next the Post-office, and can insure his pupils a thorough practical knowledge of this business, in the shortest time possible. He has devised a method of teaching book keeping by a room complained, and he simplifies the art the double from the opening of a set of the books, and has explained, illustrated, and easily reduced to practice, the rapid improvements of his pupils in Penmanship is the best testimony that he can offer for accuracy of his individual instruction, and singular in a unique and easy style.

☞ Gentlemen desirous of a thorough and rapid business education, will find it to their advantage to call at the above place.

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AND

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New Books,

Received this week.

THE LIFE OF JOHN RANDOLPH OF ROANOKE; by Hugh A. Garland.

THE PATHWAYS AND ABIDING PLACES OF OUR LORD; by J. M. Wainwright, D. D.

THE BROKEN BRACELET, and other Poems; by Mrs C. H. W. Loring, formerly Miss Waterman.

THE RACES OF MEN: a Fragment, by Robt. Knox, M. D.

THE COMMERCE OF THE PRAIRIES; or, The Journal of a Santa Fe Trader; by Jacob Snogg, new ed.

HEAVEN; or, An Earnest and Scriptural Inquiry into the Abode of the Sanctified Dead; by Rev. H. Bushnell.

THE MINISTRY OF THE BEAUTIFUL; by Henry James Slack.

THE SPORTSMAN'S VADE MECUM—DINKS ON DOGS; edit d by Frank Forester.

LIFE, HEALTH AND DISEASE; by Edward John Tilt, M. D.

CHANTICLEER: a Thanksgiving Story of the Peabody Family.

The New Novels.

QUEEN JOANNA; or, The Mysteries of the Court of Naples; by G. W. M. Reynolds.

THE TWO BROTHERS; or, The Family that Lived in Exile; by Soulié.

DAVID COPPERFIELD; by Charles Dickens, complete.

CRUISINGS IN THE LAST WAR; pap. 25 and completion.

CELIA; or, New York Above and Under Ground; by G. G. Foster, author of "New York by Gas Light."

ISABELLA; or, The Bride of Palermo.

THE HEIRS OF GAY SKY: a Story of Wales.

Miscellaneous.

No. 9 PICTORIAL FIELD BOOK OF THE REVOLUTION.

No. 2 REPHELO'S PHYSIOGNOMY.

No. 25 SHAKSPEARE; Boston Edition.

No. 10 FARMER'S GUIDE.

No. 24 POCKET DIARY OF MECHANICS AND ENGINEERING.

THE AMERICAN ALMANAC, for 1851.

THE LONDON ART JOURNAL, for November.

Magazines.

INTERNATIONAL MAGAZINE, for December.

BLACKWOOD'S MAGAZINE, for November.

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