Amusements—This Evening.

ST. CHARLES THEATRE.—The Young Scamp—Sweethearts and Wives—The Maid of Crissey.

PLACIDE'S VARIETIES.—The Merry Wives of Windsor—Divertisements.

AMERICAN THEATRE.—Mohammed—[No bill received.]

Auction Sales—This Day.

J. A. BEARD will sell at 12 o'clock, at Banks Arcade—Real Estate.

BYRNE, HYDE & Co. will sell, at half-past 10 o'clock, at 81 Magazine street—Groceries, Provisions and Liquors.

At No. 6 and 8 Gravier street, at 12 o'clock—Wines, Brandy, Gin, Rum, Cordials, Cards, etc.

F. R. TAYLOR will sell, at 12 o'clock, at Banks Arcade—Real Estate.

J. P. PHILLIPS will sell, at 12 o'clock, at Banks Arcade—Slaves.

LEWIS FLORANCE will sell, at 12 o'clock, at Banks Arcade, Slaves.

JOHN L. LEWIS, Sheriff, will sell at 12 o'clock, at Banks Arcade—Real Estate.

S. of T.—Meetings This Evening.

WASHINGTON FOUNTAIN, No. 1, at Crystal Fount Hall, 228 Tchoupitoulas street, at half-past 7 o'clock.

PEARL DIVISION, No. 6, at the new Temperance Hall, 56 St. Charles street, at half-past 7 o'clock.

.... *To-morrow Morning* ....

LIBERAL DIVISION, No. 17, at the new Temperance Hall, 56 St. Charles street, at 9 o'clock.

The Daily Crescent.

OFFICIAL JOURNAL

Of the Council of the Second Municipality.

NEW ORLEANS:

SATURDAY MORNING, DECEMBER 28.

☞ **Rev. Jeremiah Chamberlain**, D. D., President of Oakland College, will preach in the Chapel at Oakland, on Sunday next, at half-past 11 o'clock.

The Weekly Crescent

Will be published at 8 o'clock this morning. It will contain all the news of the week, foreign and domestic. Its Literary matter is always of the highest excellence. An elaborate Review of the Markets, an accurate Price Current table, etc. etc., recommend this mammoth sheet to the attention of the Merchant and the Planter; while in the varied character of its well digested general matter it is a desideratum to all readers unexcelled by any other weekly in the South. To be had at Morgan's, in wrappers, ready for mailing, and at the counter. Single copies, 10 cents.

THE ORPHAN ASYLUM.—The ladies have not been deterred from the performance of their benevolent task by the inclement weather. We are glad to learn, too, that they have been doing a thriving business during these wet days. They will keep open to-night, and we renew their invitations to all who feel an interest in these friendless orphans.

ANOTHER STEAMBOAT DISASTER.—The steamboat Creole, which was employed during the last season as a pleasure-boat, and occasionally as a passenger packet between this city and Mobile, took fire last night a little before 12 o'clock, at Post 5, in this Municipality, immediately among the shipping. She was soon cut adrift; and in order that the vessels along the Levee might not be injured, a few yawl-boats were manned, to keep her in the river's channel. As we go to press, we have not heard of any persons who were injured. She is still drifting down the river.

THE LOUISIANA CONFERENCE OF THE M. E. CHURCH, SOUTH.—This body of Christian Ministers met in Felicity Street Church, on 25th inst. Bishop Capers was present, and opened Conference with appropriate religious exercises. This Conference is comparatively a new one, being now in its fifth annual session. Eighteen members answered to their names at the call of the Secretary. One member, Rev. J. Guice, was reported as having died on the Texas Circuit during the year! Rev. F. S. Petway, having been transferred from the Tennessee Conference, to the Louisiana, was introduced by the Bishop to the Conference, and his name registered on the list.

The hours of convening and adjourning were fixed at half-past nine, A. M., and two o'clock, P. M. Rev. P. M. Goodwyn, was elected Secretary for the present session. Committees on Education, Periodicals, Sabbath Schools, Bible, and Public Worship, were appointed. During the day several Ministers arrived. Mostly they appeared in good health, and have returned from the arduous labors of the year with cheerful spirits and successful reports.

Business is proceeding with dispatch and harmony, and the Conference will probably adjourn on Monday next. Eight or ten candidates for admission into the travelling connection are in attendance. Divine service is held in the various Methodist Churches every evening. On Sunday next, after preaching at 11 o'clock, the Bishop will ordain Deacons and Elders.

Reports of the number of communicants in the various stations, circuits, and missions, have not yet been made, consequently the increase of the Church, for the year past, is not to be ascertained at this stage of the proceedings.

MR. BUCHANAN.—This gentleman, as will be seen by our advertising columns, is to take a benefit at Placide's on Thursday evening next. He selects *Sir Harcourt Courtly*, decidedly his best character. Mr. Buchanan has made his start here—he is known abroad as a citizen of New Orleans. His recent engagement at the American has not been pecuniarily successful, and his friends take this mode of showing their substantial regard for him, and appreciation of his promising talents.

THE BATEMAN CHILDREN.—These gifted, most gifted little children have appeared during the past week, at the St. Charles in the most varied range of character ever attempted by any performers, and in each department of dramatic art they stand unsurpassed, or more truly speaking, unequalled. When we were told that such children possessed the art of commanding the smiles or tears of their auditors, and the veteran play-goers were transported and enraptured by the exquisite delineations of the youthful actors, we laughed at the apparent impossibility of such an idea. Now, however, having seen these children—having seen the *intense reality* that characterizes their performances—we no longer wonder at the charm they wield, or the rapturous delight with which they are every where received. Beautiful, beyond the reach of the cavil of critical analysis, with every feature radiant with that intelligence which is the essential soul of all beauty; and possessed far beyond their years with that wondrous sympathy which teaches them to give to each character they represent a truthfulness beyond all praise. They are indeed wonders. We can only add, that the stage never has produced their equal, and that, in the vista of theatrical mediocrity, their career can only be likened to that of a meteor—illuminating the dark horizon for an instant, then vanishing from our sight, leaving the void more gloomy than before.

HARPER'S NEW MONTHLY for December.

Hunter has received the last number, which contains its usual amount and variety of interesting reading. Its editors do not select from the reviews, leaving that department to the Living Age and the Eclectic. But between it and the International a fair rivalry is carried on in the fields of lighter literature.

THE COST OF GLORY.—The Mexican war cost Uncle Sam $217,175,575. It will be sometime before the old gentleman can pay off this year's frolic.

Mr. Morse of Louisiana, is opposed to the reduction of postage on newspapers. Editors up and at him.

GREAT DEFALCATION IN MOBILE.—The Evening Picayune's correspondent writes as follows:

"Our city has been in a state of great excitement to-day in consequence of the discovery of a fraudulent defalcation in the Paymaster's Office. The amount is said to be large, but under assist at an early hour, and from authentic sources I learn that the exposure is not a little short of $100,000 Disgraceful as I hope these frauds are exaggerated, yet facts seems almost unanimous. The charge involves one who has lived among us many years in unquestioned respect, and enjoyed such confidence among his fellow-citizens as to place him quietly, as now, among our city rulers. The paper of to-morrow will give you more copious particulars."

MORE GOLD IN ARKANSAS.—Lumps of solid gold worth $12, have been found near the mouth of Shoal Creek, in Johnson county, Ark., by some gentlemen who were engaged in examining a bed of coal. Geologists have expressed their opinion that gold exists in considerable quantities at that place or near it.

BEET SUGAR.—According to the return of the beet-root sugar trade in France, there were, in October last, two hundred and sixty-three manufactories at work, which had made about eight millions two hundred and sixty-eight thousand kilogrammes of sugar, which was rather more than at the same period last year. The quantity delivered for consumption was two millions seven hundred thousand kilogrammes, or nearly seven hundred thousand kilogrammes less than last year. The kilogramme is a little over two pounds avoirdupois.

WRECK ON LAKE ONTARIO.—*Rochester*, Dec. 19.—The schooner Malta, of and for Presque Isle, ran ashore three miles East of the mouth of Genesee river, on Tuesday morning. The schooner had a cargo of eighty tons plaster, dry goods, groceries, etc., a portion of which has been saved. The crew was taken off, but the vessel will be a complete wreck. No insurance.

Free Trade and Protection.

The advocates of free trade are now disposed to assume the only consistent ground, the abolition of all tariffs for revenue, and a recurs to a direct taxation as the means of supporting the Government. Major Noah, in the Star, says:

"We should like to see the two great principles of taxation fairly and direct taxation fairly argued before the people, and fairly tested at the polls. At present the controversy upon the subject is a mere system of party dodges. It is not broad, comprehensive and national, and it never will be so long as it is managed by the old hacks of the party press."

We heartily agree in this opinion. Let this and other important social questions be discussed by the independent press. As to the party bearing, it is evident that the leaders of both parties have at one time or another, been on both sides of the question. Webster and Calhoun, Benton and Van Buren, have changed their positions. Mr. Clay, we believe, has always been uniform. Treated as a mere question of expediency, and setting aside the Constitutional objection, statesmen might well submit to circumstances. The policy necessary for one condition, might be injurious to another. Because a man was in favor of protection in 1816, it does not follow of necessity that he must still support it in 1850. Because Daniel Webster opposed it in 1822, it does not follow that he must oppose it in 1846.

The subject is likely to come up again in Congress. If it does, we hope the press will use its influence to force the discussion of the subject in its economic bearing.

THE POPE IN ENGLAND.—The recent attempt on the part of his Holiness to carve Great Britain into Bishoprics is most unwise. It will only arouse the religious prejudices of the masses, whose religion in good part consists of hate to Papacy. When the bad passions are enlisted in favor of sectarianism, it is easy to recruit a numerous army. We see no reason why Catholics may not have Bishops as well as Methodists. But it was an injudicious move at present. An incident which occurred at one of Mrs. Fanny Kemble's readings shows that even the educated classes are deeply excited. When at Cheltenham, she was reading the fine historical play of "King John," and when she came to this reply of the Monarch to the Romish Cardinal—

"Thou can'st not, Cardinal, devise a name
So slight, unworthy, and ridiculous,
To charge me to an answer, as the Pope.
Tell him this tale, and from the mouth of England,
Add this much more: *That no Italian priest*
Shall tithe or tolls in my dominions."

The effect was instantaneous. This last sentiment was received with unbounded applause.

Views of a Southern Governor.

Gov. Collier, of Alabama, was recently invited to be present at a public meeting, irrespective of party, at Eutaw, to participate in the formation of a "Southern Rights' Association," etc. He was unable to attend, but replied in a letter of much interest. We will give some of his views, without wishing to be understood as fully endorsing them.

He says that every movement calculated to place the South upon the high position her intelligence and great resources entitle her to occupy, has his cordial sympathy, and all the influence he can command. He alludes to Southern industry and Southern commerce, and says that no period in the past has been so favorable to the development of these as the present. There never has been so large an amount of unemployed capital, with such a freedom from indebtedness, as at this time. This capital, he says, is to be greatly increased by the proceeds of the cotton crop now being carried to market, and an abated propensity to add to the agricultural labor more rapidly than the natural increase of our colored population will require. He insists that it will not do to hoard our money: moral duty as well as interest demands that it should be actively employed so as to benefit the world and yield a profit to its proprietors. How, he asks, can these objects be so effectually promoted in the present condition of things as by *building up manufactories and establishing a direct trade with foreign nations.*

The consequence of the condition of things, heretofore existing, has been, says Gov. Collier, to divert capital from the South, and centralize it at the great emporiums of the North, thus building up large and magnificent cities there, while our towns are comparatively mere villages, our lands exhausted, and our agriculture languishing. He urges a change of policy on the part of the South; and to the inquiry, How can this change be effected? answers:

"Let it be remembered that the importation of negro upon the ocean, and the improvement in ship building, has brought Liverpool so near to the New York market—say five years ago it will it be not more difficult now to obtain our supplies from British or French manufacture, than it was then from that city. In these countries our cotton was more desirable than the gold of California. The demand for negroes, yet better cotton almost unanimous. The charge involves one who has lived among us many years in unquestioned respect, and enjoyed such confidence among his fellow-citizens as to place him quietly, as now, among our city rulers. The paper of to-morrow will give you more copious particulars."

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The Jackson and New Orleans Railroad.

The following communication will be read with interest by many of our citizens. It is from the pen of Captain Warren A. Grice, a gentleman who thoroughly understands the country, and its actual and prospective capabilities. It is not our wish to throw any discouragement on the Tehuantepec Road; but we must say we consider the Jackson Road of more immediate and direct importance to our citizens. It is the one which should be first begun and completed. It will open to us the trade of Eastern and Northern Mississippi. It connects us with the grand Southern Railroad from the Gulf to the Ohio and the Lakes. When the produce of the wheat and corn and stock country can select either Mobile or New Orleans as its market, can any one for a moment doubt which will have the preference? It may be said that years will pass before the road can reach the Ohio. Undoubtedly. But it will strike the cotton country of Mississippi and Alabama at once. The moment that New Orleans capital is pledged for forty miles, the counties of Mississippi will carry on the road to Jackson. Let us not permit the magnificent scheme for the union of the two oceans induce us to overlook the easier and cheaper, and more immediate improvement in our neighborhood.

PARISH OF CONCORDIA, December 18, 1850.

Messrs. Editors.—Whilst the friends of the New Orleans and Jackson Railroad entertain great hopes of accomplishing the necessary means for aiding the execution of that important enterprise, it is much to be regretted that various propositions, as to the route best calculated for the road, are allowed to diminish the prospect of a beginning.

In the absence of an authentic report and surveys of the different routes, in accordance with the resolutions of the convention, held in New Orleans in March, 1846, the public are left to speculate upon every new proposition which may be suggested.

The plan of Mr. A. S. Phelps, Civil Engineer, advocating a line following the course of the Metairie Ridge, thence across Blind river to the Amite, etc., although entirely antagonistical to the interests of the original friends of the road, and calculated to deprive the lower Pearl river districts of any participation in its benefits, seems to have met the approbation of the committee appointed by the Councils of the three Municipalities for the purpose of investigating the subject.

I have no doubt that the construction of a road upon that route is perfectly feasible, but the question arises, will the object to be attained, within a reasonable period of time justify the amount required to be expended?

In the first place, it will be necessary to build ninety-eight miles of very expensive Railroad, in order to reach a point of the high lands upon the Louisiana and Mississippi State line, thirty miles west, and parallel with a certain point forty-two miles north of Madisonville. From the point thirty miles west as aforesaid to the city of Jackson, the distance by the hypothenuse of the triangle is 50 miles, and only 100 miles upon the line indicated for the Madisonville route. The distance, then, from New Orleans to Jackson, via Metairie Ridge, etc., is not less than 5.8 miles, and that from Madisonville to Jackson 142 miles.

Without assuming to myself any particular knowledge regarding the cost of constructing Railroads upon such ground as that line presents, I will venture the assertion that the ninety-eight miles of road, as before mentioned, if properly and substantially constructed, with all necessary superstructures, bridges, etc., will average the sum of $20,000 per mile, amounting to $1,960,000, and the remaining 105 miles to the city of Jackson will average $10,000 per mile—say $1,050,000—amounting in the aggregate to $2,010,000, and requiring a capital of not less than $3,500,000 to place the road in operation.

This calculation may be called extravagant, but my opinion is influenced by very good authority upon Railroad matters; and after consulting tables exhibiting the cost of every Railroad in the world, with some minute delineations concerning those in the United States, I have placed this production in its favorable category as can reasonably be assigned by comparison, unaided by positive data.

In the next place, the amount of capital required to build said road will occasion the necessity of an act of incorporation, with powers beyond the province of the present Legislature of Louisiana, and unless an extra session of the Legislature is called, and the Constitution amended with respect to corporations of this nature, much valuable time will be lost before operations can safely be commenced.

Admitting all the advantages such a Railroad is calculated to produce, and its importance to the city of New Orleans, men of enterprise will hesitate before they embark into schemes of this character, unless a fair prospect of remuneration is exhibited, independent of its influence upon other species of property. The city fathers when authorized to do so, may, *pro bono publico*, invest $600,000 in stock; but they should be well assured of the position of individual influence, before the city is committed to any particular plan.

It is not my wish to depress the prospect of any tenable proposition, nor do I expect the public to be influenced by opinions which may be stamped as premature; but I certainly think that it is due in the defence of the Madisonville route to represent it as being decidedly the most available, and to show that at a cost of one and a half millions of dollars, (less money,) the road will completely subserve the interests and wants of the community—will effectually develop the resources of the country—and prove to be of that importance as to be a means of communication between the metropolis, until some considerable extension beyond Jackson will command and justify a continuation of the road into the city, by a detour via the ridge, or by a line directly across Lake Pontchartrain.

If, in the course of the next ten years, the latter necessity should arise, then the Madisonville Road, being already in successful operation, would be the means of transporting from the interior, all the lumber, gravel, earth, and other materials necessary for the work, which would otherwise amount to a sum of money exceeding the original cost of the Road abundant in consequence of said detour.

An extravagant proposition will never meet with success, and it is all important that this work should receive its first impetus under the most economical arrangement.

For the sum of two millions of dollars, the capital fixed in the Charter granted by the Mississippi Legislature, the Railroad, with all its appurtenances, between New Orleans and Jackson via Madisonville, can be completed and put in operation within two years. This estimate is partially agree with Mr. Phelps, where he remarks, "that the shortest route to the Madisonville seats are founded more upon caprice than reason." And I feel assured that when the public rightly appreciate the proposition for transport across Lake Pontchartrain, they will believe as Mr. Phelps and other Engineers do.

The "Council Committee" in their report, have embraced as many of the main points which I have mentioned in the previous the most incontrovertible inquiries, that it is placing the scheme in a false position, compared with other routes, viz: "That the Madisonville route is objectionable, because produce, etc., will be subject to extra expense and charges incurred by embarcation"—(I have met the report before me, but such is the meaning.)

To meet this position again, I will propose a Plaining Railroad for thirty miles upon a better foundation than can be found in the swamp; or in other words, a cleaner property constructed, will have space enough upon the main deck upon each side of the boiler hatch for Railroad track sufficient to accommodate a train of thirty burthen cars, which are equal to two freight trains, as commonly drawn by the heaviest locomotives in use.

"In England, in 1831, the weight of a goods train, including engine and tender, was fifty-two tons; in 1838 it varied from 100 to 176 tons." Thus, allowing for the great improvement in Railroad transportation in England, down to the year 1849, upon the North-western Railway, (the best in the world, having a weight of rail of 85 pounds to the yard,) the heaviest train, locomotive included, does not amount to one-third as much as an ordinary steamer cruises up stream against the rapid current of the Mississippi.

Now, with a boat, say 250 feet long, 36 feet beam, and 10 feet hold, measuring nearly 900 tons, the weight of a train of burthen cars, would merely place her in a trim to attain the speed of sixteen miles per hour.

There can be no danger of rendering such a boat unseaworthy by her freight, and I would guarantee her safe against the heaviest gale to be met with upon Pontchartrain.

Two tons of this class would not cost the company over $120,000, and would endure, with ordinary care, for ten years.

The modes spoken of for transferring the cars from the road to the steamer, and from the steamer to the road, is both simple and practicable. I would suggest the very expeditious plan at present in use upon the river Forth; a drawing of which may be found in the possession of several professional engineers in New Orleans. Thirty minutes are only required to transfer thirty cars. This supposes mere connection of the Railroad upon the South side of the Lake, with the Railroad at Madisonville, would be attended with no great difficulty or danger, *will not increase the cost of transportation beyond* the ratio of Railroad tariff, and can be put in operation for less money than it will cost to build ten miles of Railroad around or through the swamp. The expense of running the steamers would not equal the expenses of keeping sixty-one miles of additional Railroad in repair, etc. And as a consequence, the company would command a revenue by an investment of $2,000,000 equally as large and quite as certain as would be produced by expending $5,000,000; while produce and passengers would only be charged for Railroad transportation equivalent to 172 miles instead of 206 miles.

It was never contemplated in this plan that the passenger cars should also be transferred to the steamer. Different and more agreeable accommodations are intended to be offered to passengers, either upon a separate boat or in spacious saloons above the freight deck, where the luxuries of the season would be provided to afford pleasure and enjoyment during the trip across the Lake.

The Madisonville route would also sustain a trade already established, the passenger and freight receipts of which is not less than $50,000 per annum, exclusive of freights upon lumber, bricks, coal, wood, tar, sand, etc., etc., conveyed by schooners. The operations of a Railroad company, affording increased facilities to the public, would soon augment such receipts 50 per cent. per annum, independent of the trade crops from Mississippi.

This trade alone would go very far towards defraying the expenses of the company throughout the line.

It is to the interest of the friends of this enterprise to adhere to the Madisonville route, for several important reasons:

1st. Because the construction of the Road, boats, and appurtenances, would cost one and a half millions of dollars less than any other proposed route, and require no expansion of the capital or privileges already granted by the Legislatures of Louisiana and Mississippi.

2d. Because its operations will be found more economical in current expenses and wear and tear, and would afford every facility offered by any other route, and a variety beyond all others.

3d. The Road can be placed in full operation in one-third less time than any other proposed route, and its advantages sooner realized by the community.

So much has been said and written about the value of this Road to the market of New Orleans, that I will not parade those upon that head. Suffice it to say, that all classes of the community would be very materially benefited. The merchant, the householder, the mechanic, the artisan, the laborer, as well as the capitalist who looks to his dividends, each have an interest in the promotion of the work, and I hope the Commissioners will soon make some positive demonstration in the premises.

Very respectfully, your ob't serv't,

WARREN A. GRICE.

How it Was Done in Vermont.

A correspondent of the New York Journal of Commerce, writing from Brattleboro', Vermont, Dec. 15, says:

"In behalf of many of our citizens, I take the liberty, through your journal, of explaining the legislative plot by which, on the last day of the session, a score others and amount of law were foisted upon the people of this State, regarding the surrender of fugitive slaves. It caught the people like a thunder-clap, and many of our Senators and Representatives were entirely ignorant of its existence until they saw it in the news papers! And all declared that it could have passed but it been brought before a full house. The fact are these: On Tuesday, before the adjournment, all the more important bills were passed, and the Senate had bills to pass the Senate on Wednesday morning, and then to adjourn *sine die*. On Tuesday evening, a large number of the members (including some of the most influential and conservative) took their departure in the cars. On Wednesday morning, in the Senate, Mr. Carpenter, from Windsor county, a Democrat who is opposed to the Compromise measures, together with this law, which was passed immediately, and sent down to the house, which, like all business of the closing hour of the session, was in a great hurry to take the cars for their homes. It more like a beargarden than a deliberative body. So the bill was passed, and the House adjourned.

"This is the first instance in Vermont legislation, where a bill of this importance was passed without mature discussion, and goes to show that it was a trap set for a few disorganizers, and spring at the last hour of the session. It would have been caught; but you may depend upon it, that it will remain but one year's life, unless our statutes. More than three-fourths of the people of Vermont, when fully informed of the facts, will repudiate this law, and all men detest the jugglery trick by which it was consummated. But now comes the question: How came Governor Williams to sign it?—the able jurist, our former Chief Justice. Why, upon his signature, it came out that it was his whole embodiment—his one idea. I was informed by a Senator that Judge Williams was consulted about all the details of the bill, and he will observe that it is well and cautiously drawn. It was not the work of a moment, but a mature and deliberate plan."

The mystery, says the Washington Union, is now explained. The nullifying abolitionists lay in wait till most of the members who would have opposed and defeated them had left for home; and then, by the aid of the Governor, at the very last hour of the session, this bill was hurried through without consideration, and in the spirit of some skulking midnight robber. The Governor had formerly sold himself to the abolitionists, and by this disreputable act he redeemed his pledge to them. Let infamy await his name while he lives!

UNION MEETING AT BATH, MAINE.—*Boston*, December 18.—The Union meeting at Bath, Me., on Monday night, was addressed by Gov. Hubbard, Nathan Clifford and others. Letters were received from Hon. Lewis Cass and J. W. Bradbury, esq. Resolutions were adopted declaring that the present crisis calls for the utmost wisdom and moderation; that the Fugitive Slave Law is Constitutional, and that resistance to its enforcement, or any cry of repeal, should call down indignation from every true friend of the country.

A NEW SYNAGOGUE.—The foundations of a new Jewish Synagogue will shortly be laid in Greene street, near Houston; the ground on which the Jewish Synagogue in Elm street stands having been sold to the Harlem Railroad Company. The style of this new place of worship will be what is termed the perpendicular Gothic. The front, to be constructed of brown stone, will be supported on each side by two octagonal shaped towers, surmounted by battlemented pinnacles, similar to those seen in the other edifices of the kind in the city.

The building is to be lighted from the front by a large circular window, having a circumference of fifty-four feet. No expense will be spared in beautifying and ornamenting the interior of the building, which will be capable of accommodating a congregation of eight hundred persons. A large and gorgeous chandelier will be suspended from the centre of the ceiling, almost directly over the reading desk. The school and bath rooms attached to the church, will be situated in the basement. The expense is estimated at about $25,000. [N.Y. Post.

Samples of Indian corn are to be sent from Ohio to the World's Fair.

FALLING OF THE HORSE SHOE ROCK.—The Niagara Falls Iris says a portion of the rock at the Horse Shoe Fall, on the Canada side, fell with a tremendous crash a week ago last Tuesday. The part which fell was about ten rods long by four rods wide. It carried with it a canal boat which had been lodged upon it for some time. The Iris says, "It seems providential that it fell at this season of the year; for it is precisely the spot where so many continually passed to behold the waters of the cataract rushing terrifically over their heads, that is now filled with the huge masses of rock which have fallen." The appearance of the Falls is said to be not in the least impaired.

THE GRAND LEVEE.—The breach in the Grand Levee is completed, and proposals will be received on the 26th December for making a new levee around the crack which exists in the old one. Several parishes with kind and friendly feelings and interest to themselves, have appropriated the following sums for the purpose of securing the Grand Levee, viz: Lafourche $2000; Iberville $1500; St. Martin $2000; our parish has appropriated $5000, which sums together, will be $10,500. Under the management of our efficient State Engineer, it will be sufficient only to commence the whole foundation of said levee, and probably complete it four or five feet high, so as to protect the water from coming over that height. The levee is required to be twelve feet high. Should we receive no other support from the other parishes equally interested, the water will certainly run over the top of the levee and finally destroy the whole work. [Point Coupee Echo.

At the Naval Court Martial in Washington, Commodore Jones' counsel presented a paper containing objections to charges of fraud and oppression—that the use of public funds was justifiable, and that the Commodore was compelled by peculiar circumstances to the enforcement of rigid discipline. The witnesses were now under examination.

A letter from Boston, to the N. Y. Tribune, says: "Business are now pending for the purchase of real estate on which to erect one of the largest and best hotels in the country—equal in size at least to the St. Charles at New Orleans. The sites under the consideration of the Revere, Pavilion, Cochituate Hall, and Phillips place, and will cover an immense area.

On the 17th of March last, a man by the name of Carroll, was murdered in Hammond street, New York, while walking quietly toward home with two ladies. Recently, one of the ladies has recognized a man by the name of John Kearney as one who was concerned in the murder. Kearney has been accordingly arrested.

The Scientific American has a letter from Geo. Cadwallader Blaney, Fort Wedden, Arkansas, stating that he has discovered, and applied for patents, in this country and Europe, for a mode of making a cheap and brilliant gas, produced upon a new and scientific principle, which can be obtained at a cost less than one cent per 1000 feet.

A military company, composed of about fifty boys, under fourteen years of age, paraded Broadway, New York, on the 20th inst., made up the amusement of the inhabitants and pedestrians along that crowded thoroughfare. They are called the "Griffith Guards," and as they marched along in target, very skillfully and beautifully equipped with musket balls, was borne at the head of the company. The uniform was in all respects similar to that of other companies, and the cadets were usually distinguished in size.

The Hagerstown News has received a pamphlet, purporting to be the confession of one Charles Wallace, which gives an account of the robbery of Mr. John Pearl at Hagerstown, several years ago, committed by himself and an accomplice named Snelling. This confession was written by Wallace, as he says, from memory, and given by him to the Rev. Jacob Tinges, at the same time he was hung for murder in a mob on the banks of the Mississippi, on the 11th of August, 1836. He confesses to the murder of Miss Mary Rogers, the beautiful cigar girl of New York, and a number of robberies and other crimes.

Arrivals at Principal Hotels...Dec. 27.

VERANDA....W P Moody, H Thornhill, J Hewitt, A T Smith, N O; W D Hillman, J W Bale, C E Nott, C W Brown, Rev J M Pecor, G W Wood and lady, Rev C S Rees, R G Wilson, Miss H Hay, R Wingfield, Ala; C H Flower, Miss Spragen, G W Wilkins, J W Hughes, L Pope, La; W N White, Reg; A I Vance, S Dodson, W Bass, J W Anderson, Texas; J A Mann, Ky; W E Doty.

ST. CHARLES....C Chaney, W P Hamilton, N O; C M Cassidy, Ky; W L Stevens, Ky; J Cox, D L Lewis, Mr Lewis, J Rabab, W W Lomax, D Lang, Dr W W Williams, Robt Taylor, Jas W Fleming, C M Taylor, R F Cook, N T; J C Hamilton, Ill; Mr Mulford, G Barnes, F G Smith, Texas; J H Jerome, Mississippi.

SANSS ARCADE....E H Chinnon, Ga; J Sharp, Ala; E R Cooper, W F Thompson, Miss; E M Anderson, Texas; W F Chapin, J C Davis, Ky; S W Pruitt, Louisiana.

PLANTERS....J Duggan, Ala; G Brown, H Brown, Miss; S F Dean, Tennessee.

Married:

At Thibodaux, on the 19th inst., LOUIS BURR and MISS CELESTE E. GRIGNAN, both of that place.

On the 25th inst., from injuries received by the explosion of the steamer Knoxville, Mr. WM. STEWART, of St. Louis, aged about 30 years.

On the 25th inst., on the 12th int., JOSEPH E. O'BRIEN, formerly of Knoxville, Tenn., aged 28 years.

On the 20th ult., CHARLES P. DAVIS, of Bouff River, Franklin Parish.

On the 3d inst., SAMUEL WILMOTH, of Black River.

On the 20th inst., SAMUEL, son of William and Catherine Bowen, aged 10 months.

In the Parish of St. Landry, on the 8th inst., GEORGIANNA HILL, aged 16 years.

In the Parish of St. Landry, on the 3d inst., LOUIS L., only son of Louis Lastrapes.

In Opelousas, on the 8th inst., MISS MARY ANN BUDD, in her 14th year.

At Monroe, Ouachita Parish, on the 12th inst., CAROLINE H. McEVERY, wife of Col. H. G. McEvery, in the 41st year of her age. The deceased was a native of Petersburg, Va., daughter of the late James Dunglas, Esq., of Surry county, Va., and only sister of Judge Douglas, of Florida.

At the residence on Lake St. Joseph, Parish of Tensas, on the 10th inst., CALVIN S. BOWEN, in the 23d year of his age.

In the Parish of Rapides, MRS. DELIA, wife of Dr. T. H. Madden.

☞ **Mr. Buchanan's Benefit.**—Mr. BUCHANAN respectfully informs the public that his Benefit will take place on FRIDAY EVENING, December 27, at the VARIETIES THEATRE, at which occasion he will appear as "Sir Harcourt Courtly" in the fashionable Comedy of

LONDON ASSURANCE,

supported by the entire strength of the Company.

☞ At the instance of the Committee of arrangements, the attractive and popular Comedy of Masks and Faces will be performed on the evening following.

☞ **South-Western Bible Society of New Orleans.** The anniversary meeting of this Society, postponed on account of the tumultuous state of the weather, will be held at the Second Presbyterian Church, corner of Napoleon and Prytania streets, on TUESDAY EVENING, 31st inst., at 7 o'clock. 2d 3t P. M. OZANNE, Secretary.

AGENCY OF

ARBOUIN, MARETT & CO, COGNAC.

THE undersigned having been appointed Agent for the old established house of "Arbouin, Maret & Co," is prepared to receive orders for their very superior COGNAC BRANDIES, upon the most liberal terms to be shipped in any quantity, or in any port that may be named. d28 tf S. WOLFF, 35 Camp st.

LOST—In going to the fire on board the Jubilee steamer, on Monday last, a Fire Hat, marked 5 Jubilee belonging to Perseverance Fire Co. No. 12. The finder will receive the thanks of the Company by leaving notice of it at the Engine House. d28 3t GEO. W. HUBBELL, Secretary pro tem.

ARMSTRONG'S RESTAURANT, No. 16 Royal street, will be opened THIS DAY, Dec. 28. d28 3t CHAS. ARMSTRONG.

PITTSBUG COAL AFLOAT.—One pair of Coal boats, containing about 9000 barrels, just arrived, for sale by C. A. MILTENBERGER, 68 Triton Wall. This lot of Coal is superior in quality to any heretofore sent to this market, and is in fine condition. The boats are in perfect order, and do not leak. Purchasers are requested to examine the Coal, at the Willow Grove. d28 2t

Mayoralty of New Orleans....27th Dec. 1850.

COUNCIL OF MUNICIPALITY NO. TWO:

Sitting of Tuesday, Dec. 24, 1850.

RESOLVED, That the Mayor be authorized and requested, after giving ten days' notice in the official paper of this Municipality, to sell at public auction the contract for keeping in repair for one year, the Chapitoulas street Shell Road, the bridges on the same and the ditches on either side. The work to be done and the payments made in accordance with the Specifications on file, to be published with said notice of adjudication.

[Signed] JAMES B. CALDWELL, President.

True copy: H. DIER, Clerk.

Specifications

For repairing and keeping in repair and clean, the Common road Shell Road and Bridges, from Galvez street to its present termination, viz:

1. The contractor shall be bound to keep the Shell Road in its present grade, and to fill up with fresh shells all ruts and holes as fast as they appear. The road on each side of the Shell Road, and the Shell Road, shall be kept clear of crabweeds, and all filth and offal, and the slops preserved on the Dirt Road. The Dirt Road to be graded to the heights of the shells—any shells thrown over the ditches, or into the ditches, and be sent in ready by filling up all holes and ruts as fast as they appear. The Bousquets to be kept clear of all grass and weeds, and the scraps removed and the Bousquets graded when required. The Ditches to be kept clean and clear, so as to allow a free passage of the water into the Draining Canals. The shells for repairing the road to be furnished by the contractor.

2. Security will be required, to the satisfaction of the Council, in the amount of the sale of the contract, and the first month's pay retained until the faithful completion of the contract, and be forfeited in the event of a failure on the part of the contractor to fulfil his duty.

3. Payments to be made monthly, on the certificate of the Surveyor.

4. The Municipality reserves the right to annul the contract upon the report of the Surveyor that the work is neglected, and to have the same would by the Mayor, after the usual notice, at the risk of the contractor and his securities.

MAYORALTY OF NEW ORLEANS, Dec. 27, 1850.

NOTICE is hereby given, in virtue of the above resolution, that I will sell, at my office, on MONDAY, the 6th day of January, 1851, at 12 o'clock, M., to the lowest bidder, the contract for keeping in repair, for one year, the Common street Shell Road, the bridges on the same, and the Ditches on either side, in accordance with the Specifications above. [d28] A. D. CROSSMAN, Mayor.

SUNDRIES—
50 bbls old Monongahela Whisky—Windlassie, Va;
10 bbls Alnemum Brandy;
10 bbls do Gin;
20 qr casks Sherry Wine—pure;
20 do Medeira—pure;
10 qrs old Sherry Wine—a very superior article;
2 hf pipes Brandy—P. H. Godard and Hennessy brands;
10 boxes old Port Wine;
10 boxes Champagne Cider.
—AND—
Scotch Ale, London Porter. Cheese in boxes and casks, of choice brands, in store and for sale by
d28 LABUZAN & CO. 39 Common st.

CHOICE GOSHEN BUTTER—18 kegs now landing ex bark J. J. Harrison, for sale by
d28 SAMUEL WOLFF, 35 Camp st.

CRACKNEL BISCUIT—250 boxes Huntley & Palmer's superior Reading Biscuits, in store and for sale by [d28 2t] A. B. RINGGOLD, 91 Gravier st.

GALICIA AND WESTPHALIA HAMS—A small lot of these superior Hams, just received and for sale at No. 91 Gravier street, by
A. B. RINGGOLD.

LIME—1000 barrels fresh Thomaston, landing and for sale by
d28 HAYMAN & HOLDEN, 98 Magazine st.

SARDINES—100 cases whole, two-third, half and quarter boxes,
d28 A. F. COCHRAN, 27 Tchoupitoulas st.

PALM OIL—10 casks landing, for sale by
d28 HAYMAN & HOLDEN, 98 Magazine st.

SODA ASH—100 bbls, 84 per cent., for sale by
d28 HAYMAN & HOLDEN, 98 Magazine st.

PRUNES—300 tin cases new Prunes, just received.
d28 A. F. COCHRAN, 27 Tchoupitoulas st.

ROPE—100 coils Bale Rope,
d28 A. F. COCHRAN, 27 Tchoupitoulas st.

Mississippi Fire Co. No. 2.

☞ The regular monthly meeting of this Company will be held at the Engine house, on MONDAY, 30th inst., at half-past 7 o'clock, P. M.—A full attendance is requested.
d28 J. W. SAUNDERS, Secretary.

George Washington Lodge No. 65.

☞ A called meeting of "George Washington Lodge No. 65," will be held on TUESDAY EVENING, the 31st instant, at half past 6 o'clock, at Masonic Hall, corner of Carondelet and Perdido streets.—A full attendance of the Members is hereby required, for the purp