Amusements—This Evening.

ST. CHARLES THEATRE.—The Irish Attorney—The Happy Man—The Litt'e Devil.

PLACIDE'S VARIETIES.—The West End: or, The Irish Heiress—Divertisements.

AMERICAN THEATRE.—Theatrical and Equestrian Entertainments.

DAN RICE'S CIRCUS.—Equestrian entertainments.

COMMERCIAL EXCHANGE HALL.—Empire Minstrels.

ARMORY HALL.—New Orleans Serenaders.

SOUSS' NATIONAL HALL.—Ball.

Auction Sales—This Day.

SYKES, HYDE & Co. will sell, at 12 o'clock, at 27 Tchoutitoulas street—Rum, Figs, Almonds, Wine and Peppermint.... At half-past 4 o'clock, at the Quaver's warehouse—Tobacco.... At half-past 10 o'clock, at 51 Magazine street—Groceries, Provisions and Liquors.

WM. F. SCOTT will sell at half-past 10 o'clock, at 87 Camp street—Furniture, etc.

J. L. TAYLOR & Co. will sell at 10 o'clock, at 31 Chartres street—Dry Goods, Hats and Boots and Shoes, etc.

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

WASHINGTON FOUNTAIN, No. 1, at Crystal Fount Hall, 252 Tchoupitoulas street, at half-past 7 o'clock.

PERRY FOUNTAIN, No. 2, at the new Temperance Hall, 95 St. Charles streets, at half-past 7 o'clock.

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

LIBERAL DIVISION, No. 17, at the new Temperance Hall, 95 St. Charles streets, at 9 o'clock.

The Daily Crescent.

OFFICIAL JOURNAL

Of the Council of the Second Municipality.

NEW ORLEANS:

SATURDAY MORNING, JANUARY 11, 1851.

IMPORTANT CORRESPONDENCE — *Austria and the United States.*—We publish on our first page the correspondence between Mr. Hulsemann, the Austrian Charge d'Affaires, and Mr. Webster, Secretary of State, which cannot fail to command a general perusal, notwithstanding its length. The letter of the Austrian Charge is one of the most dictatorial and offensive perhaps ever addressed to the American Government, denouncing the course pursued by Gen. Taylor in sending a Commissioner to Hungary during the time of the Revolution in order to obtain reliable information as to the true state of affairs in that country, and the reply of Mr. Webster is a most masterly and powerful document, containing, as Mr. Mangum remarked on its reception, "national doctrines, American doctrines, openly and manfully avowed in the eyes of all the world."

THE JACKSON MONUMENT.—The adjourned meeting is to be held to-night, as will be seen by the following card. We trust the citizens of the Second Municipality will turn out in strength, and that something will be done for the erection of this monument.

THE JACKSON MONUMENT.—The following committee, agreeably to the authority vested in them, invite a public meeting of their fellow-citizens, in the St. Louis Exchange, on Saturday evening, the 11th of January instant, to devise ways and means for the erection of a monument, suited for the commemoration of the high character and elevated patriotism of the ever memorable Andrew Jackson.

Hon. Joseph Genois,	G. W. Christy
Hon. James H. Lakhwell,	Alexander Walker,
Adolphe Dupre,	W. Frost,
William Laughlin,	Charles Dauney,
John C. Ricks,	Emile Barthé,
Francis Guarles,	T. L. Solomon.

NULLIFICATION IN A PRINTING OFFICE.—The Columbia States Rights Banner makes an apology for the temporary suspension of its paper owing to a slight difficulty with their hands. This practical working of the secession doctrine is not so very agreeable to this Chivalry press.

—We but reap the
Bloody instructions, which being taught, return
To plague the inventor.

ELECTRIC LIGHT.—For two evenings, a brilliant jet of light has illuminated the St. Charles, produced by the galvanic battery of the Atlantic Telegraph Office, on the opposite side of the street. So intense is the brilliancy of the light, that it pained the eye. The alarm of fire originated from this beautiful display.

FATHER MATHEW.—We were glad to learn that this Very Reverend and most devoted Apostle of Temperance, reached our city yesterday in improved health, after an agreeable sojourn in Florida. He is staying at the Presbytery, St. Patrick' Church, where we understand he will remain until his departure in a short time, for Texas.

ST. CHARLES THEATRE.—The Governor will visit the establishment to night at the invitation of the managers.

SPAULDING'S CIRCUS.—This fine company appears at the American Theatre, and we may expect a crowded house. Let all who delight in equestrian entertainments go to the American to-night, and see what the merits of the company are.

DAN RICE'S CIRCUS.—Another day performance will take place at 10 o'clock, when the disappointed juvenile crowd who failed to obtain admittance on Wednesday afternoon may be gratified by attending. A Drummond Light, said to be of extraordinary power and brilliance, is to be exhibited outside of the circus, and the celebrated Watch, which is to be raffled for in a few days for ten thousand dollars, will be shown to the audience. A routine of entertainments will be presented calculated to please the most obdurate grumbler, in which the great Ethiopian Serenaders, the fascinating Madame Nunn the eccentric Dan, and the whole company will appear.

THE STEAMSHIP OHIO.—A survey was called on the steamer Ohio at Norfolk on the 29th, and reported her safe (with slight repairs to her engines) to proceed to New York. The dry dock there is not large enough to take her.

We are indebted to the steamship Galveston, Capt. Place, for late papers.

DESTRUCTION BY FIRE OF THE PHILADELPHIA LEDGER OFFICE.—We published, several days since, a brief telegraphic account of the destruction by fire, on the morning of the 30th ult, of the Philadelphia Ledger office—one of the most extensive newspaper establishments in the country. From a letter to the Baltimore Sun we extract a few paragraphs in regard to this great calamity:

"The building had been put up of the best materials and in the strongest and most durable manner and stood the fire admirably. In the fifth story there were two heavy presses—one a hydraulic press, the weight of which, it was feared, would break through into the lower stories and damage the presses below—and the other a double cylinder Napier press, put up there only some two or three weeks since. The floor of the fifth story gave way finally, and the presses came down to the fourth story, but the immense strength of the floor prevented their descent.

"In the fourth story there were six steam power presses—two of which were Adams' book presses, and four of them cylinder machine presses, manufactured by R. Hoe & Co., New York, which are all entirely ruined, although the floor did not give way with them.

"The third story, which is the composing room of the United States Job Printing Office, was greatly damaged by the water, and the materials were injured or partially destroyed. The second story, which is the composing room of the Ledger newspaper, was washed out with the water. The cases and furniture were damaged, and the types thrown into confusion. They had to be removed into a room in an adjoining building, where the compositors performed the work necessary to get out the issue of the Ledger for to-morrow morning, which will be accomplished despite the untoward events of the day.

"The origin of the fire cannot be accounted for. The building was heated by a novel apparatus, in the construction of which every precaution had been taken to avoid danger from fire. A powerful blower, driven by the engine, was placed beneath the steps on Third street, which forced cold air through a cylinder with tubes, and heated in its passage by the interior of the cylinder being filled with steam from the boiler, with which it communicated. From this apparatus the heated air passed through flues into every room of the building. As no fire ever came near this apparatus, it is difficult to conceive how the flames originated.

"The Ledger building was the most extensive printing establishment in the city, and the machinery it contained was of the most expensive description. Besides the Ledger printing machines in the basement, and the composing room in the second story, it embraced the office of the Dollar Newspaper and the United States Job Office. On the first floor adjoining the publication office, was the publication and periodical store, formerly occupied by Mr. A. Winch, but lately by Wood & Peterman. Their stock is completely ruined by the water, and, we are sorry to say, without a cent of insurance. Their loss is about $600.

"The building was about ten years old, and originally cost $16,500. The heating apparatus and other fixtures made the entire cost not less than $20,000. The presses also cost over $50,000, and the entire value of the building, fixtures, presses, machinery and materials was estimated at from $100,000 to $150,000. There was an insurance on the building of $10,000, and on the stock of $18,000. The actual value of the property destroyed cannot yet be ascertained. The presses and engine in the basement are not materially damaged. These presses are of Hoe's "last fast" four cylinder description—the only ones of the kind used in this city—and cost over $10,000 each."

We are not able to give more space to an account of this calamitous event. There was considerable destruction of other property by the fire, besides the Ledger office. The Evening Bulletin, occupying an adjoining building, narrowly escaped.

The Navies of the World.

Should the United States ever engage in war with any European power, it is evident that it must be conducted on the sea. Such is the population of the country, so numerous the avenues of rapid transportation, that the Atlantic coast can be guarded at every accessible point by the inland population. The application of steam to water carriage, while it has placed France in dangerous proximity with England, enables the United States so line her seaboard with the hardy population of the frontier. There is no danger that New Orleans will ever be invaded again. The thousand steamboats on her great rivers will come down loaded with the most formidable troops who ever were marshalled for battle; and the same may be said of every port. The world in arms could not land on our coast men enough to form even the nucleus of an army.

While the soil of our country will never be polluted by the tread of an armed foe, our coasts may be blockaded by the navies of Europe, and our commerce crippled, if not totally destroyed. It is the naval forces of Europe which we must regard with deep interest; the increase or decrease of their armies cannot affect us.

We purpose, from such documents as are at our hand, to give an "inventory and appraisement" of the navies of Europe.

First comes Great Britain. While France and Russia may contest with her for the prize due to military strength, she stands peerless in her armed marine. The United States excels her in the number of merchantmen, but the navies of England still come up to the poet's boast:

"Britannia needs no bulwarks,
No towers along the steep—
Her march is on the mountain wave,
Her home is on the deep."

In 1793, at the commencement of that great war which destroyed the fleets of France, Spain, Holland and Denmark, the forces were:

Great Britain had 498 ships—of these, 153 were line-of-battle ships; France had, of the same class, 86; Spain 68; Russia 36; Holland 28; Denmark 24; Portugal 13; Turkey and Naples 13. British 153; other powers 268.

At this time, 1850, the British navy consists of 688 ships, (among them 98 war steamers of 22,126 horse power,) carrying from one to 120 guns, and manned by 45,000 able seamen, 2000 boys, and 11,000 marines.

The French navy consists of 400 ships. The navy lists show 29,998 men, though that is larger than the number in service. The active force is 216 vessels, with 66 war steamers, of 14,570 horse power.

The Russian fleet, in the Black, Baltic and Caspian seas, consists of 180 ships and 44,000 men.

The American navy consists of 88 ships, of which 63 are in actual service.

Great Britain has 167,000 merchant seamen, 150,000 fishermen; the United States, 61,000 seamen, 37,000 fishermen, (these facts are gathered from the census of 1840); France, 27,000 seamen, 23,000 fishermen.

The English authority, from which we gather some of these details, thus ranks the relative forces:

First, Great Britain....*Second*, France....*Third*, United States....*Fourth*, Russia.

"The American navy is smaller than that of Russia, but the range of their seas is greater. The Czar possesses a maritime force sufficient to guard the seas of his dominions. His is a secured fleet; the American is a patrolling guard. Besides, the timber of the Western Continent is, by many degrees, superior to that of Russia; the people are more hardy and skilful mariners, the discipline is better, and the spirit of the seamen incomparably finer."

While we thus copy this compliment to our ships and seamen, it is but fair to reciprocate, and we give an American eulogium of the British navy:

"Not a port have I visited, since I left America, where I did not see the flag of England. It was the first flag I saw on entering the ancient harbor of Rome, at Civita Vecchia. Again I saw it in the deserted harbor of Piræus, where once rode the fleet of Themistocles. I first saw the domes and minarets of Constantinople from beneath a cloud of dense smoke that issued from British line-of-battle ships, saluting the Mahommedan ally of Great Britain. The first object that met my eye, on scaling the summit of the Pyramids, was the Cross of St. George, which some English traveller had planted there. Beyond the Cataracts, on the borders of the Desert of Nubia, the only sign of civilization that I saw was the English flag, flying from the mast of the travellers' boat."

While such is the naval power of Great Britain, at this time, it is curious, perhaps melancholy, to see how other nations have been cut down. In 1843, the number of ships of the line was: Britain, 125; France, 45; Russia, 50; Egypt and Turkey, 19; America, 10; Naples, 1; Spain, 2; Portugal, 2; Denmark, 6; Sweden, 10. The fleets of Venice, Florence, Pisa, Genoa, all destroyed, and only the immortal fame of their achievements left; Spain, Portugal and Holland following in the same course—such reviews as this of progress and decline, suggest whole volumes of history.

The commercial tonnage of the United States, by the last report of the Treasury, is near 3,500,000 tons. It is admitted by British writers that our tonnage exceeds that of Great Britain!

While the navies of England and France show a vast addition of strength from steam, our own navy makes but an indifferent exhibition. The Secretary of the Navy, in his last report, *gives six steamers.*

It is true, that a few steamships employed in the mail service, are liable to be taken for the public use. But Great Britain has a still larger number of ships at its command. We must encourage the construction of more commercial steamers, even though they should be employed in the Liberia trade. At this moment, we are far behind France and England. Either the Government must build more ships, or assist the enterprising merchants.

TELEGRAPHIC.—We transfer to our columns the following dispatches as published in the Louisville Journal of the 3d:

WASHINGTON, January 2.

Congress.—In the Senate, the bill providing for the settlement of private land claims in California was taken up.

Mr. Benton submitted a substitute for the bill, which was debated by Messrs. Benton and Gwin. The Senate then adjourned.

BALTIMORE, January 2.

At this moment a fire has just broke out in the post-office, one square from the telegraph office. The damage cannot yet be stated.

PHILADELPHIA, January 2.

The drug mill establishment of Messrs. Ridgway has been destroyed by fire. Loss $50,000.

The steamer City of Glasgow has arrived, which has caused great enthusiasm here.

BOSTON, January 2.

The State Legislature met yesterday.

Henry Wilson (free-soil) was elected President of the Senate, and Chauncey L. Knop (free-soil) Clerk.

In the House, N. P. Banks, Jr., (dem.) was elected Speaker by 212 to 174 votes, which were cast for Mr. Kellogg, (whig.)

The Africa sailed yesterday at 4 P. M., and took out $218,000.

PITTSBURGH, January 2.

There are 5 feet 8 inches water in the channel and falling. The weather is fair.

CINCINNATI, January 2.

The river has fallen 14 inches in the past forty-eight hours. The weather is mild.

THE FUGITIVE SLAVE CASE.—We saw yesterday a letter from Dr. Parker, dated Sunday. He says that the efforts of the abolitionists, through the counsel of Henry Long, have been very great—that no stone has been left unturned to defeat the law—that negro witnesses have been sworn to prove an alibi, and that they have testified to the most positive falsehoods in the boldest manner. Dr. Wade's testimony, which would be most conclusive, had not been given Saturday. Dr. Parker states that the Union Committee had waited on him, and assured him that he need not feel any uneasiness, that the regular operation of the law would not be interrupted. The chairman of the committee, Mr. George Wood, a lawyer of great ability, had joined Mr. Western as counsel for the prosecution. There was none of the excitement mentioned in the papers, says Dr. P. A good many negroes, he says, appeared about the place of trial of the case, but every thing went on quietly, and he had been treated in no other than a respectful manner. Offers had been made to buy Henry; but he had declined them, with the approbation of all who desired to see the law tested. Southern men thought it a case proper for a test, and considered that the failure of the law to secure the rights of the Southern claimant in it would be conclusive of the utter impossibility of enforcing it. [Richmond Dispach, 1st.

The following is later from the same paper:

"A dispatch dated New York, December 31st, was received yesterday evening from Mr. Western, counsel for the claimant of Henry Long. He says in it that he had removed the case into the United States Circuit Court, then in session, that it was then progressing, and that the slave, Henry Long, would be probably surrendered during the day."

Casey, the murderer of the depot master at Lincoln, Massachusetts, was arrested at Waltham on the 30th.

THE ALABAMA'S VOYAGE TO THE ISTHMUS.—The Alabama arrived here at 12 o'clock last night. She left the mouth of the Guassacoalco river on the 29th ult., and Vera Cruz on the 6th inst. We regret to announce the death of George T. Dunbar, Esq., the Surveyor of the Second Municipality. He left here in bad health, with the hope that the voyage might be of service to him, but he died on the day the Alabama sailed, and was buried at Guassacoalco river. Mr. Dunbar had resided here many years, and was universally respected and beloved. We shall take a more fitting opportunity to offer a humble tribute to the memory of a most useful citizen.

[For the Crescent.]

GUASACOALCO RIVER, 31st Dec 1850.

BURIAL OF G. T. DUNBAR.

G. T. D. departed this life 29th Dec. 1850.

"'Tis here he sleeps,
But sleeps, oh, where!
Upon this foreign shore!
He sleeps a sleep
No more to hear
The solemn billows' roar!"

We buried him high on the sandy bluff
Where the tropical plants are growing—
The indigo tide of the Gulf was rough,
And a boisterous *Norte* was blowing!

The coffin was carefully laid in the boat—
His soul had departed for ever—
The steamer was anchored, and we were afloat
On the wild Guassacoalco River.

The Star-spangled Banner was carefully spread
O'er the coffin containing the Brave,
And the Burial Service was solemnly read
As the Body was laid in the grave!

He sleeps not alone on this foreign shore,
For others were laid here before him—
And though we may never behold him more,
We will never cease to deplore him!

"*Sonde la tierra leve!*"

The day we came down from Minatitlan to the mouth of the Guassacoalco river, a *norte* was raging, and we were obliged to anchor above the bar, the sea being too rough to venture out, with the little ballast we were carrying. Mr. D. of New Orleans, had been appointed one of the chief Surveyors of the Tehuantepec Railroad route; and though his health was quite precarious, he hoped a warm climate would restore him. He had been gradually sinking during the voyage, and that night his spirit left its earthly habitation for its eternal home.

It was a cool, damp, windy evening, when the coffin was quietly lowered into the boat and carried ashore, as the ship's bell tolled, with the flag at half mast, the national ensign around the bier, and a small company of twenty-four followed it to the top of the hill, where the body was silently buried. Not far distant are the ruins of a fort and a vigil tower, which had been burnt by the Americans during the war of the United States against Mexico. Several pieces of broken cannon were found in the weeds, and the tumuli and head boards of several graves were discovered in the vicinity. Just at the foot of the hill, on the river bank, is a pilot's dwelling, the only human habitation near. The albatross and gull will hover over the place by day; the wolf and *coyote* will howl his requiem by night; and the briny billows of the boisterous Gulf will often break the solemn silence of the lonesome spot. GEO. G. GAITHER.

The following is a list of the passengers by the steamship Alabama, Capt. Foster, from Minatitlan and Vera Cruz:

Don Mariano Estena, Don J M Rodriguez, General S F Buckley, C Stebbins, Thomas Phillips, John Duggan, C H Barring, J E Nagle, J Kern, J Jeffrey, T M Isett, W Moncom, D Baldwin, C C Mobley, J R Tanner, J Poss, W J Williams, E Morrison, R Williams, N Aubert, J Wells, J Freeman, J M Smith, J Ferguson, J Fortune, Freeman Baker, B B Hunter, W Williams, J W Hammond, H C Byrne, E A Austin, S M Robbitt, T C Rowland, N Hull, B Spaulding, J D Watkins, George W Cotton, J Wright, A Warren, L Holdrick, J Balch, F Kockenback, J Shipp, H Burmester, J E Johnston, L Richardson, J Richardson, V P King, G S Reed, W J Maynard, J J Hoffman, J J Hull, T H Wells, W Munsker, J P McDaniel, C R McDaniel, Geo G Joiner, A Cautigny, J N Woodward, J Walker, Eugene King, J S Hyman, W K Duffee, Col R W James, J H E Barbour.

STEAMER PRINCETON SUNK.—We learn from the officers of the steamer J. L. Webb, that on Sunday night last the steamer Princeton, coming down the Ouachita, and the Alamo, going up, came in collision, twenty miles below Columbia, by which the Princeton was sunk, with a full load of cotton. She had many passengers on board, the lives of all of whom were saved. The Alamo received but slight damage. One of her deck hands was knocked overboard and drowned. The Princeton will be a total loss. Portions of her cargo will be saved.

LOCAL MATTERS.

Charity Hospital....Weekly Report

FRIDAY, January 10, 1850.

Admitted....309 | Discharged....312 | Died....69 | Remaining....1132

Nature of the Diseases of those who Died:

Puerperal Peritonitis	1	Congestive Fever	1
Dysentery	1	Fractured Wound of Leg	1
Phthisis Pulmonalis	12	Amputation of Leg	1
Hemiplegia	1	Amputation of Thigh	1
Delirium Tremens	8	Asiatic Cholera	6
Gangrene	1	Tetanus	1
		Typhoid Fever	1

HENRY VANDERLINDEN, Clerk.

Meteorological Journal.

From January 2 to 9, inclusive.

Kept by D. T. LILLIE & Co., Nautical and Philosophical Instrument makers, 45 Customhouse street.

Days.	Thermometer. Max.	Min.	Mean	Barometer. Max.	Min.	Mean	Rain
Jan. 2	64½	58½	55	30.41	30.18	30.30	.....
" 3	67	61½	56	31.1	30.41	30.76	.....
" 4	72	61½	67	31.1	30.18	30.62	.....
" 5	72	61	67	30.41	30.18	30.29	.....
" 6	62½	57	64	30.52	30.20	30.36	.....
" 7	67	64	65	30.52	30.20	30.36	.....
" 8	62½	57	60	30.52	30.20	30.36	1.750
" 9	65	60½	63	31	30.52	30.76	.....

SERIOUS AFFRAY.—An affray occurred on Thursday evening last in a coffee-house on Girod street, during which a man, named James Regan, was stabbed, and very seriously wounded. He was conveyed to the Charity Hospital, and his assailant was arrested.

ROBBERY.—We heard at a late hour last evening that a robbery of $10,000 in gold dust had been committed at the Commercial Hotel on Girod street. We did not learn the name of the person who lost the money or the particulars.

FIRE.—About five o'clock yesterday morning, a fire was discovered in the building on the North west corner of Girod and Cinna streets. The flames were extinguished before any damage was done. It is suspected that the fire was not the re sult of accident, although of this we know nothing.

INQUESTS.—An inquest was yesterday held on the body of man named Michael Lynn, who was found drowned in Galvez canal at its intersection with the Common street Shell Road. The deceased was a man of intemperate habits, and it is supposed that he accidentally fell in and was unable to save himself. Verdict—Drowned.

A man named Thomas Smith died suddenly in the First Municipality Work-house from congestion of the lungs. An inquest was held, and a verdict returned in accordance with the fact.

THE GRAND JURY.—The Grand Jury of the First District Court was in session yesterday.

A true bill was found against Thomas Patterson for the murder of William Ross, in a coffee-house at the corner of Main and Levee streets, First Municipality. The particulars of this case we mentioned a few days since.

A true bill was also found against Robert Dillon, George Garney, John Laughin, Patrick O'Dura, James O'Neil and Rose Rainey, for the murder of Thomas Ryan, in Girod street, on Christmas day.

A true bill was found against John Cogne and Thomas Mahon, for entering a store in the night time with intent to steal.

True bills were also found against William Cutter and William Clifford, *alias* Jifford, *alias* Morrell, *alias* Bannet, *alias* Robinson, *alias* Jones, and George Clark, for the same offence.

The indictment against Thomas King, for entering with intent to steal, was ignored.

SENT DOWN FOR TRIAL.—John Delour was yesterday sent before the First District Court for trial by Recorder Genois, on the charge of robbing the trunk of Eugene Castel of $80. The robbery was committed about two weeks since.

Jean Azot and C. V. Agert were returned for trial on the charge of assaulting and beating Jean Marie Corregan.

PHOEBE BLACK.—This distinguished feminine individual was terribly beaten by some rowdies at her palace in Custom house street on Thursday night last. We understood yesterday that her life was considered in danger.

UNITED STATES CIRCUIT COURT—*the Cuban Affair.* On the opening of the Court yesterday morning, Judge McCaleb delivered a very lengthy and able opinion on the exceptions taken by Gen. Henderson, and argued at such great length during the last four or five days. His Honor analyzed the whole subject in the most skillful manner, and cited strong authorities for his judgment. He overruled all the exceptions; and the first witness

John Higgins—was recalled for the defence. He left New Orleans on the steamer Creole, on the night of the 7th of May, about nine o'clock. The boat stopped some distance below the city and took on board some boxes. Went to sea next morning. Gen. Lopez was understood to be the leader of the expedition. In about three days overtook the brig Susan Loud and took from her a considerable number of men. There was some drilling on board the Creole. Proceeded to Mugeres, and thence to the Island of Contoy, where the man on the bark Georgiana were also taken on board. The Creole then proceeded to Cardenas—landed about half-past three o'clock in the morning, and were received with one or two shots. After the troops had all got on shore the firing commenced, and a sharp engagement soon came on. Was ordered to turn the Governor's Palace, and it was done, and the Governor taken prisoner. There was pretty hot work that morning. After it was over the men got their dinners, in different places. About three o'clock the lancers made a charge, and for a short time the work was pretty warm. The other details, which the witness gave of the departure from Cardenas and the arrival at Key West, are familiar to our readers.

The following is the remainder of the direct and cross-examination:

About two hundred men were taken from on board the bark. About five hundred and twenty men went to Cardenas. Don't think we took any powder off the bark; could not have got any from any other place after leaving the mouth of the river; stopped below the city between 12 o'clock and daylight to take in the powder; there was a light on shore, but witness did not pay any attention to it; when he left on the Creole it was only his intention to go to Chagres; when he learned that the vessel was going to Cuba, he had no alternative but to go; pamphlets were distributed around the boat; some of the men objected to go to Cuba after they had got on the island of Mugères; came to the conclusion finally that they might as well go to Cuba, as stay on the island and be killed there; never saw John Henderson until he saw him in the court-house; witness saw the ammunition and guns thrown overboard in the harbor of Cardenas; did not see any cannon ball; boxes of muskets and rifle balls too numerous to mention; the Creole had no cargo beside the arms, provisions and baggage of the men; the landing was made by companies; each company by itself; found out after leaving the mouth of the river, who the principal officers were; witness first consented to go to Cuba, after he got on the island; cannot tell how many of the men knew they were going to Cuba; there were muster rolls, and divisions of the men into companies before reaching Mugères; the men were drilled every day on the upper deck of the Creole.

Cross-Examined by Henderson.—The Creole went to Mugeres for water, and probably to get the men who went on the bark. The Georgians and Susan Loud were lying at anchor in the Gulf, where the men were taken off from them. They were not in sight of each other. Witness cannot name any one who told him that the boat was going to Cuba. Witness recognized the principal officers soon after getting away from the Balizes. Can name Gen. Lopez, Gen. Gonzales, Cols. Wheat, O'Hara, and Major Hawkins. Witness did not read the pamphlets which were distributed. The only men drilled on the island of Mugeres were those who went on the Creole and the schooner. Arms were distributed to the men before reaching the island. Found himself under military government; his captain was Mr. Mizelle. Did not know exactly what he was going to Chagres for. Was told that he would receive $4000 at the end of the year. Did not hear any speeches or proclamations at Mugeres or Contoy. Did not hear any one told that they could return if they chose. Saw officers' commissions on board the Creole. The only election he saw was that of a Lieutenant at Mugeres. Witness was among the last who landed at Cardenas, and does not know how the first firing commenced. After the boat grounded in the harbor and got off, a vote was taken whether to go to Matanzas or Key West. The reason that Matanzas was rejected, was that they thought they were not strong enough.

A. D. Moore, sworn—Resides in New Orleans; was here in May last. Left here on the Creole, on the 7th of May, at night; left for the purpose of going to Cuba; knew it was a military expedition, and wished to participate in it. It was about 8 or 9 o'clock at night when he went on board the boat. Witness was informed by a person who went with him of the nature of the expedition; did not wish to mention his name, as he was not included in the prosecution; about a hundred and fifty or sixty men went from here on the Creole. Witness' friend told him of the expedition, and that Gen. Lopez was to be the commander; was told that private arms were to be receive either one or four thousand dollars, does not recollect which, and officers in proportion; it was to assist the creoles of Cuba in gaining their liberty; does not know how the money was to be raised. Vessel stopped between here and the mouth of the river; does not know the place; saw some boxes on board the next morning which he had not seen before; proclamations were distributed; they were in reference to the expedition; there was some drilling during the voyage; landed first at Mugeres, and took in water; stayed there about forty hours; some of the men were drilled; went then to Contoy; thinks the distance about twenty or twenty-five miles; witness left the Creole at Contoy, and went on the Georgiana; became dissatisfied with the expedition; thought the Creole unseaworthy, and that the expedition was bound to fail; found that some of the representations made to him were not realized; had been told that two hundred and forty Kentuckians had landed on the Island, and that they had been joined by four thousand Spanish troops; his friend, Capt. Kearney, made these representations to him; he did not enlist in the company; first understood that Kearney was to be a captain after he got to sea; witness belonged to the Mississippi Battalion, which was under the immediate command of Colonel or Lieut. Col. Bunch; did not know in what capacity he was to serve when he joined the expedition; was willing to take an office or go as a private; about eight or ten persons left the Creole at the time he did; Capt. Keown went on the Susan Loud; the Mississippi Battalion went on the Creole; was introduced to Gen. Lopez on the Creole; only knew him to be the leader of the expedition from the words of others; speeches were made at Mugeres—thinks by Col. Wheat; did not hear what he said; Col. Bunch made a speech on board the Creole, but witness did not hear much of it; thinks it was in allay dissatisfaction among the men, which had been manifested at Mugeres; does not know the exact time arms were distributed; recollects seeing a man buried at Mugeres in one of the musket boxes; witness determined to leave the expedition at Mugeres; the boxes he mentioned contained muskets and clothing; does not know the quantity of arms on board the Creole; did not count the boxes; saw muskets, Mississippi rifles, patent rifles, Colt's revolvers, bowie knives and swords; saw about forty or fifty patent rifles; about the same number of Mississippi rifles, but does not know any thing near the number of muskets; did not see any artillery; she had no other cargo but provisions and ammunition; saw sundry boxes labelled "mining instruments;" when they reached the Susan Loud, men and provisions were taken from her on board the Creole. Saw nothing else come on board. The men wore side arms, but had no guns. The Loud was lying to at the time, and the Creole hit her a glancing blow. Was not in sight of any land. Does not know how the Creole and Susan Loud recognized each other; they were on the look out for the Loud; about 160 men were taken from the Loud; thinks there were some on board the Loud who remained; there was no bull practice in the drill at Mugeres; no arms were ever given to witness; saw others have their arms, but did not see them received; did not see any powder only in one cartridge, which was intended for the patent rifles; believes that each captain had a musket roll, but does not recollect that he ever heard a roll called; saw military control exercised on the Creole; understood Col. Bunch to be the military commander of the boat; does not know who we record (commanded); saw several other officers, but know them as such merely from representation, and did not see any particular badge of distinction; witness was addressed at times as "captain." Witness considered himself as belonging to the Mississippi Battalion, and considered and recognized Col. Bunch as commander, although he could not say from his own knowledge that he was the commander. Witness intended to attach himself at first to the Mississippi Battalion, although he did not consider himself as belonging to any particular department, until the day after leaving New Orleans. Never saw any commissions. He first saw the bark Georgiana at anchor off the island of Contoy. Went past her to Mugeres, and then returned, and then came along side of her. Witness went on board, and some prisoners were taken. Does not recollect seeing any more of ammunition taken on board; saw a sentinel on the Georgiana with a musket. Witness is under the impression that the men who came from the bark, were armed with muskets and swords. Witness went on board the Georgiana about 10 o'clock at night, and the next morning the Creole was gone.

Cross-Examined.—Was requested the morning after he left here, by Col. Bunch, to act as commissary. Understood that as commissary, he was to rank as captain. Witness appointed the steward to issue the provisions. It was two or three days after leaving the river before they reached the Susan Loud. Saw men with arms on the Creole. Saw the Susan Loud before the Georgiana. Left New Orleans on the 7th, and thinks they passed the Georgiana on the 12th. Permission was given to all who chose to leave the expedition, to return in the Georgiana. It was publicly known among the men. Some eight or ten men left the Creole, and went on the Georgiana. The vessel was lying at anchor about a mile from the island of Contoy, and some five or six miles from the shore of Yucatan. He considered himself within the jurisdiction of Yucatan. She remained here at anchor until the 15th, when the steamer Pizarro, and frigate Habanero, Spanish men-of-war, captured her. When the Pizarro hove in sight the captain was requested to hoist the American flag. He had it in his hand, and said he was awaiting a signal. The Pizarro hove to and came near the Georgiana; sent for the captain to come on board; when he came back, the captain came with an interpreter; he was detained on board; and all on board the Georgiana were sent for; there was no resistance on the part of any one on board the vessel. Thinks the boats of the frigate boarded the Susan Loud. Witness was interrogated in the cabin of the Pizarro by two Spanish officers; was at that time, and at other times, threatened with death, if he did not tell what he knew about the expedition. Witness was treated as bad as he could be treated; they said some of them had ropes put around their necks—their hands tied behind them, and were also threatened with death. One of them was in this situation interrogated as to his (witness') being a captain; witness told the officers that whatever his intentions had been, he had left the expedition, and intended to return to the United States. The vessel on which he was taken contained American papers. He read them; they were taken out at New Orleans for Chagres. They were detained with the captain, and he did not see them again. Did not see the captain, to speak with him, but once during the passage to Havana. Witness was ironed about five hours. The officer who took him from the Georgiana spoke the English language, and he sent for this officer and asked him who was the ironed. He (witness) said to him, that he had done nothing to merit such treatment. The officer went away, and came back again in about fifteen minutes. He then said that he had been ironed by mistake, and he ordered the irons to be taken off. There were twelve or thirteen prisoners on the Pizarro, and the remainder were on the Habanero. On arriving at Havana, the prisoners, with the exception of witness, were removed to another vessel. Witness remained on the Pizarro. The steamer remained only a few hours at Havana, and then sailed in the direction of Cardenas. After chasing the Creole into Key West, she again returned to Havana. The prisoners, with the exception of witness, were confined on board the Soberano. They were confined fifty-three days in all. Witness remained forty-three days on the Pizarro; witness was not taken before any Court, although he, from some source, had it intimated to him that he had been tried. He knew nothing of it but the published proceedings of the Spanish Courts. Forty-two of the prisoners, including witness, were set at liberty together, the captain and mate of the Georgiana, the mate of the Susan Loud, and seven seamen belonging to the two vessels being detained. Witness was never visited by a United States officer during his imprisonment, and although he made several attempts to see the American Consul, he was refused permission to do so. He lost all his papers, and nearly all his money and clothes. When the Pizarro approached the Georgiana, she cast anchor at the distance of about half a mile, let down her parts and run out her guns. Witness saw nothing but coal and provisions on board the Georgiana.

On being questioned by Mr. Benjamin, the witness stated that the captain of the Georgiana pretended that the winds were contrary, and he did not sail in consequence. "Witness formed a different opinion. He thought that he had found out that he (witness) and Mr. Holland had considerable money, and he wanted to extort it from them. There was coal enough on board to coal the Creole again. The Susan Loud came in sight the day before the capture, but it did not appear to be her intention to come to anchor. The mate said to the captain that if he would hoist a signal the Loud would come to. The signal was hoisted, and she came in and anchored.

Witness was furnished by Mr. Hayden, the day after sailing from New Orleans with a military book containing the duties of a commander, and was furnished by him with lists of men, by six different captains or lieutenants. The witness was examined further in regard to conversations with Gen. Henderson and others previous to the sailing of the expedition, but we did not think the facts elicited were very material.

John Reed Sworn.—Witness resides in Cincinnati. Was in New Orleans in May last, and left here on the steamer Creole. Was engaged to go to Chagres. He did not know the same story of going on board and going down the river, as was told by the first witness. After getting outside the Pass, pamphlets were distributed, addressed "To the Soldiers of the Liberating Army of Cuba." Learned for the first time, after getting to sea, that the steamer was going to Cuba. Arms were distributed to the company in which he was enrolled, after leaving the Susan Loud. Arrived at Cardenas about half-past three o'clock in the morning. All the men landed before daylight. Heard firing before his company left the boat, and a sharp engagement commenced in about half an hour. Understood that about twenty-five or thirty men were killed on their side. Witness, with a portion of his company, was on board the Creole, when the evening fight took place. There was but very little order observed, and the men who were on board the boat, went there without orders. Witness was engaged to go to Chagres by Colonel King. The terms were to be $7 per month, with $4000. He was asked whether any advance was paid him, and he replied very promptly that he hadn't seen any yet. Does not know exactly what command King held—only knew he was called Colonel King. Witness had his name put down on a list.

It being three o'clock, the Court adjourned to five in the evening.

EVENING SESSION.—*John Reed, recalled.*—Witness was asked to join Capt. Mizelle's company by a young man name John Jackson, and he was enrolled on the list of that company the next day. He shipped for Chagres. He was told it was an expedition, but what kind of an expedition, he knew not. Does not know John Henderson; never saw a commission for any officer in the expedition.

Cross-Examined.—His expenses were paid, but does not know who paid; has no idea that Uncle Sam did. Considers that he was *hired* and not *enlisted*; considers the expedition a military one. Witness is yet to know for what he was to receive $7 per month and $4000 at the end of the year—neither did he know who was to pay him—but he guesses that when he reached Cuba he *sorter knowed* who was to have paid him. (Laughter.)

Mr. Redding, sworn.—Resides in Cincinnati; left there in April last for California by the way of Texas; was engaged by Capt. Hardy, who also engaged about 250 others, who started with witness. It was represented to them that they were going to work a mine then in the hands of the Indians. Staid in New Orleans about six weeks, and recollects distinctly that he did not get enough to eat; left here in the Georgiana; a custom-house officer came on board and shook hands with Capt. Hardy, and then left the vessel. There were some nine or twelve boxes of muskets on board; they were taken from a fishing smack at the bar; the gentleman who afterwards went by the name of Col. O'Hara was on board. At the mouth of the river, were told by Col. O'Hara that they were going to Cuba, and were going to fight. Captain Hardy made a speech to the boys at Lafayette, and pledged his honor that they were not going to Cuba, but to California. This speech was made in