Amusements—This Evening.

St. Charles Theatre.—The Rosey Rose—Billy Wilt—Cousins in Law.

Placide's Varieties.—The Two Gentlemen—Diver—Fortune's Frolic—Cupid's Old Guard.

Your Society's Company—Old Gentleman.

Bagnigge Wells—Bagnigge Wells at Washington Square—Music and Dancing.

Albany Hall—Ball.

Lafayette, Phoenix and Ball Room—Ball.

Auction Sales—This Day.

Gross, Ryan & Co. will sell, at half past 10 o'clock, at 81 Gravier street—Dress of Tonic Bitters and Liquors.

[illegible] at 12 o'clock, at 57 Camp street—Valuable Property.

[illegible] at 12 o'clock, on the premises—Valuable Property.

Wednesday, [illegible] at 12 o'clock, at the Exchange—Valuable Property.

To-Morrow Morning.

[illegible] Morning.

To-Morrow Evening.

Literary Meeting, No. 37, at the new Temperance Hall, 93 St. Charles street, at 8 o'clock.

The Daily Crescent.

OFFICIAL JOURNAL
Of the Council of the Second Municipality.

NEW ORLEANS:

SATURDAY MORNING, FEBRUARY 2, 1851.

See first and fourth pages for a variety of interesting matter.

Legal Advertisements.

Now that it is discretionary with litigants to advertise in any paper they think proper, we can confidently recommend the columns of the "Crescent," from its large and constantly increasing yearly, monthly and weekly subscription list, as a most advantageous medium of communication, and therefore hope that we shall receive our due share of them.

Job Printing.

The appliances of our Job Office are such now as to enable us to execute, with beauty and dispatch, every variety of printing in the book, card and poster line, at prices as low as at any similar establishment in the city. We, therefore, respectfully invite our friends and the public to give us a call, when in want of that description of work.

The Weekly Crescent.

Our number of the Weekly, which will be issued this morning, is unusually interesting. It will contain news from Europe, the East Indies, Sandwich Islands, and in fact from all parts of the world. Copies done up in wrappers can be obtained at the counter.

General Council.—In yesterday's paper we said there was no lawyer in that body. We learn there is quite a sufficiency of that profession already in the Council. Messrs. Roselius and Lugenbuhl are able and efficient representatives of the legal profession.

Specie.—The steamship Fanny, from New York, arrived yesterday, brought $145,000, in specie, to the following persons: A. & J. Dennistoun & Co., $100,000; Meyer, Stacker & Co., $25,000; A. & M. Heine, $15,000; W. E. Leverich & Co., $5,000.

The Great Diamond Watch.—The magnificent article, together with a small diamond watch, and several diamond rings, has again been put up in a lottery. It is now on exhibition at Messrs. Tyler & Hewett's, where chances can be purchased.

Loss of Steamer John Adams and Great Loss of Life.—We learn from Capt. Edds, of the steamer Robt. Campbell, arrived this morning from St. Louis, that the steamer John Adams, Capt. [illegible], bound for Cincinnati, struck a snag on the [illegible] ult., at 3 o'clock, A. M., in the bend at Island 38, and immediately sunk in deep water. Her hull broke in two amidships, the cabin floated off from the hull and also broke in two, one-half of which landed at the town of Luna, and the after part at Point Chicot. The deck passengers, over one hundred in number, were drowned; also, the deck hands and firemen, with the exception of two. All the cabin passengers and officers were saved. The passengers lost every thing excepting their night clothes. The captain saved the boat's iron chest.

Firemen's Ball.—A grand fancy dress ball will be given tonight by the Pennsylvania Fire Company, No. 12, at the Washington Hall. From the preparations made for the occasion, it promises to be unusually rich.

Lozenges Cough Candy.—We refer our readers to the advertisement in another column of Letourneau's celebrated Candy, for the cure of colds, sore throat, etc. It is now in general use, and well known as a specific for the above complaints, being agreeable in flavor and reasonable in price. It is for sale at Mr. P. L. Massey's, corner of Camp and Gravier streets.

Daguerreotype Saloon.—To those in want of the above style of portraits, we would recommend a call on Mr. Jacobs, No. 90 Camp street, where we were shown some specimens of his work of unsurpassed finish.

The St. Charles.—Whenever Miss Cushman appears in one of the characters which are so exclusively her own, the appreciation of the public is evinced by a full house. Last night, the dress circle was brilliant with the beauty and fashion of the city, to witness her *Meg Merrilies*. She alone personates the character in such a manner as to show what Mac Ready's wishes ought to be made in the hands of artists. She appears an avenging fury, the living embodiment of Michael Angelo's picture.

Tonight is her benefit, when she appears as *Marianna*, in "The Honey Moon;" *Queen Katharine*, and *Mrs. Simpson*.

Placide's.—Last night Mr. H. Placide appeared in the "Village Doctor," and as *Sir Anthony* in the "Rivals," unrivalled. We protest against these liberties with a five act comedy of the kind. Either give the audience the whole or none. To-night, is the "Poor Gentleman."

Dan Rice's Circus.—A day performance is to take place to-day, and many pleasing novelties will be introduced. The juvenile portion of our population should not fail to call on him at 3 o'clock to-day. The usual entertainments are offered for this evening.

From Jamaica.—We have information from Jamaica to the 12th inst. Some anxiety appears to prevail with reference to the vast decrease, from the late visitation of the cholera, in the population of the island, before that scourge already inadequate, it is alleged, to meet the demand for labor. Memorials were to be addressed to the Home Government, asking that African immigration be directed to the islands. A Mr. C. C. Bravo had issued proposals for procuring the fugitive slaves from the United States.

A paper of the 13th says, that there had been several cases of cholera at Spanishtown during the week, but with one exception they had yielded to medical treatment. The disease is disappearing generally; at Lucia, however, it continued with virulence, from fifteen to twenty deaths per day.

Merchants of Kingston have made arrangements for steam communication between that port, Chagres and Greytown. A steamer is to leave Kingston on the 1st of each month, direct for Chagres, and, after landing her passengers and mails, proceed to Greytown, where she is to remain three days, and, on her return to Kingston, call at Chagres.

The Captain-General of Cuba has acceded to a request from the merchants and others of Kingston, and will immediately place a Spanish vessel of war on the route between St. Jago de Cuba and that port, for the purpose of re-opening postal communication between the two, suspended by some changes in the English mail service.

Gov. Dodge has been re-elected Senator from the State of Wisconsin for six years from the fourth of March next.

The Jefferson Gazette, published at Rodney, Miss., has greatly enlarged its dimensions, and beautified itself by donning a new dress. Success to its enterprising publisher.

Delaware U. S. Senator.—James A. Bayard, democrat, has been elected U. S. Senator from Delaware.

From Cape Haytien.—The New York Mirror learns that Captain Largo, of the brig Leander, imprisoned by the Haytien government, on the charge of smuggling, has been released. The United States Agent demanded $3000 damages, which has not been paid, and probably will not. The English has an armed steamer sailing round the island, to protect their commerce.

Mr. S. S. Lawrence, of Tyngsborough, Mass., has a Shanghai pullet, eight months old, that has laid *forty-two* large-sized eggs in *forty-five* days. One day she laid two of the above number. Mr. Lawrence, also, has one other Shanghai pullet, seven months old, of *Marsh's stock*, that has laid *twenty-two* eggs in *twenty-three* days, and is laying daily, at the present date.

The Cleveland Plaindealer says that the democrats have agreed upon the Hon. H. B. Paine for U. S Senator.

Land Reform.

Mr. Walker, of Wisconsin, has renewed the agitation of this most important measure. The Washington papers contain his speech, delivered in the Senate on the 14th. He examines the numerous appropriations for military, naval and scientific purposes, and contrasts the amounts expended for coast improvements with the paltry pittance doled out to the West. He is a radical democrat after our own heart. We have some idea of nominating him for the Presidency one of these days. Did not the Bulletin claim the credit of making Gen. Taylor President? To be sure, as ungrateful Republic never acknowledged the corn, and thought the Bulletin had as much to do with the Presidency, as the fly with the dust of the wheel. So, too, we fear Mr. Walker will attribute his elevation, when it takes place, to his Free Land law, and not to the attractive power of the Crescent. To be in earnest, Mr. Walker speaks "straight on" about internal improvements, though we advise him not to visit the Louisiana democracy while he entertains any such heresy as the improvement of the Mississippi river, lest Messrs. LaSere and Morse read him out of the party:

How much you have expended, and will expend, for the protection of commerce on the Atlantic and Pacific coasts, for harbors, fortifications, sea-walls, breakwaters, buoys, beacons, light-houses, dry-docks and coast surveys, God only knows! But when you come to Western lakes and rivers—to the region of agriculture and labor—where the *producer* is interested in facilities for shipping his products, and in receiving with facility, safety, and cheapness, imported articles and home manufactures for consumption, *there* you would have it *unconstitutional* to expend a dollar for the protection of commerce. You have established institutions for the education of your military and naval officers *at Government expense*, while you have but grudgingly doled out the "*sixteenth section*" for the education of laboring multitudes. Millions upon millions of the public domain have been expended—chiefly for the benefit of capital and corporations—in the construction of railroads and canals; but not *one* acre has ever been appropriated to promote the direct interests of agriculture or the mechanic arts.

In close connection follow these startling facts in regard to the Commerce of the West:

I have so far used general arguments only to prove the interest which the old States have in the measure before us. But let us try figures: The net proceeds of the public land sales, for 1849, were $983,343. If this were distributed directly to the States according to population, New York would receive about $143,000 only, supposing the population of that State to be 3,250,000, and of the Union 22,500,000. Now, assuming the freight on the Erie Canal for the same year to have been no greater than for the year 1846, the down-freight from Lake Erie was 506,830 tons, and the up-freight 49,000 tons, making an aggregate of 555,830 tons for the new State alone. On this the State toll was twenty-four cents per hundred lbs., yielding to the State $2,667,984 in tolls only. The freight on this tonnage, over and above the toll, was fifteen cents per hundred pounds, making $1,667,490 more, paid to the citizens of New York for freight. The whole amount of tolls on the Erie Canal for 1847 was $3,333,347, and on the other canals of the State $362,033—total $3,695,380. To show that I have not overestimated the relative proportion of western commerce to the aggregate, I will state that 1,431,252 tons were forwarded in the same year from Lake Erie alone, and reached tide-water; while only 313,031 tons reached tide-water in New York from all other quarters. No one can fail to perceive the immense importance of this trade to the State of New York, notwithstanding the West is yet in her infancy. What further New York and her people received from the thronging travel to arise from the West; what more from the manufacture of Western products, and what still more from the barter trade connected with them here and in foreign markets cannot be known; but the amount must have been immense indeed. Immense as it may be, however, it must yet be doubled in future by doubling the production and population of the West. * * * * *

New Orleans is our natural mart, any how, by reason of the down-stream navigation, without toll or storms, to her very wharves.

He shows the effect which the gift of the lands in limited quantities to actual possessors, would have on the national resources. He has condensed the argument, and we borrow his own phraseology:

No one will deny, I presume, that the measure would establish, as producers, within the next ten years, at least five hundred thousand persons. Now, supposing that by the tenth year the ability of these persons to purchase and consume dutiable articles would be increased but $50 each, here would be an increased consumption in value of $25,000,000. The increase of revenue from this source alone, at the present tariff of 30 per cent. would be $7,500,000 for the year 1861. Add to this $836,152—the annual expense of the present land system, which would be saved to the Government—and you have an aggregate increase of revenue for that year alone, without estimating the intermediate increase and saving, of $8,336,152. The saving alone for this whole period would be $8,361,520. This is an increase of revenue, as Burke would say, "through the political secretions of the country;" but the Senator from Michigan says, it is but one part of the community paying for what is enjoyed by the other. It looks to me a good deal like an ample remuneration for liberal treatment and a just policy.

Now, sir, keep your lands, and what will they net you for the whole ten years? Let us see: As before stated, the net money proceeds for 1849 were $983,343. This is greater than they will ever be again, particularly if you make the last issue of the bounty land warrants negotiable. But take this amount, and multiply it through the whole term, and you have but $9,833,433 for the entire period, compared to $8,336,512, the increase and saving of one year alone under the measure proposed, and the additional saving for the time, $7,525,368—making an aggregate of $15,861,520.

Such would be the comparative results under your present revenue system; but if resort be had to direct taxation, the advantages of this measure to the Government over the policy of keeping the lands unproductive and untaxable would still be great. The extent cannot be calculated with certainty, but may be approximated. Then assuming that the amount of land which would become individual property and subject to taxation would be only three times the amount that would become so under your present policy, and the amount in ten years would be about 150,000,000 of acres. Supposing this to be worth, settled, $10 per acre, an *ad valorem* tax of only one mill to the dollar, or ten cents to the hundred dollars, would yield a revenue of $1,500,000, increasing annually in amount, but diminishing in rate; and which, added to the expense saved, $836,152, makes an aggregate of $2,336,152, to be compared again with $983,343, only, and that continually decreasing in amount to the Government. Add to all this the vast national wealth which would be created by the encouragement and impetus given to agricultural production, and the pecuniary and revenue advantages of the measure we are discussing will appear incalculable. Let one item suffice as an example: Suppose but one fourth of the land I have mentioned to be cultivated in wheat in 1861, and to produce but ten bushels per acre, (it will produce from twenty to forty)—the value of this, at eighty cents per bushel, would be *three hundred and twenty millions of dollars!* And yet we have said nothing of horses, cattle, sheep, beef, pork, wool, cotton, sugar, rice, tobacco, hemp, flax, and the various other products of labor and agriculture, all of which constitute a vast source of revenue as well as of individual comfort.

This calculation, to us, seems unanswerable. The mere purchase money is of no importance to the Government. The great source of wealth and power is from the application of labor to the soil. The wild uncultivated land is of no more value to the nation, than to the farmer. We know a planter who owns lands running back six miles, and considered it quite an infringement on his rights for squatters to settle back of his line, though he did not cultivate one mile in depth! But this insatiate hunger for land keeps him embarrassed. It is dead capital. The same rule operates against the great land-holder, the United States. By all means give the lands—convert them into farms, which shall pay rent by their production.

Both as a matter of social progress, of the elevation of the people, and of political economy, we advocate this great measure. Patriotism is intimately connected with the possession of property—this gives a tangible substance to an abstract idea. The ownership of land particularly develops and strengthens this feeling. The man who has in early youth explored the wilderness by help of his compass, and the Indian or buffalo trails; who has found the choice spot, and hewn a road for his cart, which brings his wife and plunder to their new home; who has spent the active part of his life in clearing his land, and converting it into cultivated fields; whose rude log cabin has given way to the comfortable mansion; whose children have grown up in this field of his struggle and his victory—such a man enjoys a luxury of sentiment unknown to the merchant, who each year changes his residence, either from house to house, or from city to city, as his fortune increases and his ambition enlarges. Doubtless one great cause of the comparatively slow growth of New Orleans, is owing to the want of this principle of inhabitiveness. It is a city of wayfarers, not the home of its inhabitants. Local attachment is one of the most powerful elements in the love of country. Let it be cultivated by throwing open to the farmers of the world, the wide extent of the public domain, at the price only of his labor. From Mr. Walker's speech, we select several curious statements.

The Power of Machinery.—In a report on manufactures, made in 1832, Mr. Adams estimates the mechanical machinery of Great Britain in 1815 to have been equal to the labor of two hundred million of persons. It will now at least double the amount of that number, as will also that of this country. From data furnished by Mr. McCulloch, it appears that, with the present machinery, each hand in a cotton mill performs more work than two hundred could without it eighty years ago.

The Causes of the Cheap Iron of Russia and Sweden.—But it can hardly be that this is with any one an actuating motive in his opposition to this measure. It would barely seem possible that an American could desire to see his countrymen rendered so wretched as to be driven to labor in the mines, or at the forge for fourteen cents a day, as in Sweden, the laborer is compelled to do; or as in Russia, where, by the testimony of Erman, the laborer is compelled to toil at the forges or the mines of the Ural mountains, thirteen and a half hours per day, for eight and a quarter kopeks, (less than a penny) if single, but with the addition of eighty pounds of ryemeal per month, if he be a man of family; where the yearly wages of labor are but four Prussian dollars! Though this is bitter, cheerless toil to the laborer, its fruits are sweet to the Russian tyrant, as they doubtless would be to the American who might desire a similar state of things at home. Those fruits are, that the Russian iron-master is enabled to manufacture iron, to transport it from the Urals in boats three thousand miles to St. Petersburg—descending on the route nine hundred feet, reascending again six hundred more to the point of shipment—and to ship it thence four hundred more to the point of shipment—and to ship it thence four thousand miles to our shores; and here, after paying a duty of thirty per cent., to undersell the American iron master, and return with wealth to revel in Russian luxury.

The New Orleans and Jackson Railroad.

The route of the New Orleans and Jackson Railroad is not yet selected. It has been proposed to construct a road from Madisonville, through the Parishes of St. Tammany and Washington, to the town of Jackson, in Mississippi, connecting the terminus in this State with New Orleans, by a line of steamers. But there are many persons who believe that the only correct and permanent route would commence in New Orleans, and would pass along the margin of the Lakes until it reaches the Parish of Livingston; and the following statements and reasons are respectfully submitted to the public in support of this opinion:

1. The distance from New Orleans to the River Amite, going around Lakes Maurepas and Pontchartrain, is about forty-five miles; the distance across Lake Pontchartrain is about thirty miles. There is a difference, then, of fifteen miles between the length of the route across Lake Pontchartrain and that of the route around the lakes; and the question obviously arises, would it be cheaper, more profitable, or more convenient, to build and maintain a road of forty-five miles, or to sustain a navigation of thirty miles with steamers? The following estimate will assist us in solving that question:

The cost of 45 miles of railroad would be	$450,000
Six per cent interest on that cost	$27,000
Cost of renewal and repairing	22,500
Cost of running engine, with wear and tear	12,224
	$61,884
On the other hand, the cost of two boats would be	$80,000
The interest on which would be	$4,800
Cost of repairing and renewing	32,000
Cost of running, at $175 a day for each boat	54,750
	$91,550
	61,884
	$29,656

This solution would make a difference of twenty-nine thousand six hundred and fifty-six dollars per annum in favor of the *road*.

If it should be said that the estimate for the running of *two* boats is extravagant, we answer, that if *one* boat would be sufficient to transport the freight and passengers that would be brought daily on the projected railroad, *the design cannot be so important as its advocates would have us believe.* It may be remembered, moreover, that the ordinary trade between Covington and the city would profitably employ, *now*, at least *two* efficient steamboats; how it is possible, then, that *one* could transport the timber, stock and cotton of a tract of country extending a hundred and thirty miles from the lakes? Our estimate is correct, or that route is a paltry affair.

But if the amount of expenditure on both routes were the same, is there no advantage in establishing a road through the public lands that lie between the Mississippi River and the lakes? Is there no benefit in affording facilities of transportation to the planters along the coast, for forty miles above the city? Is there no profit in penetrating a sugar-growing region? And is it not worthy of consideration that the proud city of the South would, by one movement, extend her seat from the great river on whose brink she REPOSES, to the uttermost coast of that river into the lakes?

It might be safely asserted that a Railroad from New Orleans to the River Amite, around the shores of the Lakes, would be a work of great advantage to the city, and profit to those who might be interested in it.

The idea of connecting a line of steamboats with the track of a Railroad, seems to me (with due respect for the opinions of others) to be preposterous. How would produce be carried to the boats? Is it pretended that the whole train can be run aboard without difficulty, so as to be conveniently transported to another terminus, thence to be carried to the emporium. If the freight is to be taken from the cars, and lifted or rolled aboard the boats, I am inclined to suppose that so much delay would not be agreeable to travellers, and that so much handling would not pay the company. If it be proposed to stow a whole train in a steamboat, it is not presumptuous to inquire how the timber cars would be divided, how the cattle cars would be arranged, and how many cars a steamboat, of a size suited to the navigation of *Chefuncté*, would contain! Without much experience in such things, I may nevertheless be permitted to suggest that there might be a very uncomfortable *gain*, in the event of a gale upon the Lakes. What would be the extent of the *danger*, I leave it for others to reckon. Although it is true that in many countries there are steamboats connected with railroads for the purpose of traversing *short* distances, it cannot be shown, I think, that so extensive a combination as the one proposed ever existed.

But, I understand that the project is to construct the New Orleans and Jackson Railroad. If it should stop at Madisonville, it will be the Jackson and Madisonville Railroad, in spite of all the steamboats on the Lakes; and Madisonville will have to be the depot of the road. If that be the object, let it be avowed, at once. We shall then be able to understand what other places (in the State and out of it) will be benefited by our labors and capital, besides New Orleans.

2. There are other considerations, however, presented by this inquiry, which are decisive against the Madisonville route:

The country through which the track would pass, from Madisonville to the State line, is a pine barren, cut up with numerous ravines. No extent of country could be more dreary and valueless than this, except a desert or a morass. It is sparsely inhabited by small farmers, who depend more upon their cattle for support, than upon the soil. Now and then, a cotton plantation may be found, upon a small body of bottom land, that hardly repays the industry of its occupants. Even the timber of this region is inferior in quality and in size. There is really nothing, then, to recommend this route. On the other hand, the track around the Lakes, crossing the Amite, ascending the Tickfaw, and pursuing its course towards Jackson, would pass through as fine a country as can be found in Louisiana.

There is an extensive ridge of rich lands lying at the head of Lake Pontchartrain, called "The Frémère," from the great quantity of ash trees found upon it. A small canal, about eight miles in length has been opened from this place to a plantation on the Mississippi river.

The point at which the road would cross the Amite, is about sixteen miles from the Mississippi. There it would run through an immense extent of the finest sugar lands in the State, which lie upon the Amite, and the bayou *Barbary* and the *Colyelle*.

The sugar and molasses made upon the bayou Manchac would be conveyed to some depot on this line, for transportation to the city; and freights alone, from this single bayou, would be more profitable than those from all the products of St. Tammany and Washington together.

The road would then enter a cotton producing section, lying between the towns of Clinton and Greensburg, extending along the upper Amite, the Tickfaw and Darlings creek. This part of the State is thickly inhabited; the lands are good, and the planters are prosperous.

Nor is it to be forgotten that the country from New Orleans to the vicinity of Greensburg, (twelve miles from the State line) is without hollows or valleys, gradually rising towards the North from the commencement of the pine forest.

All along this route, the finest timber could be obtained, such as cypress, oak, ash and hickory on the alluvial soil, and the largest pines beyond that.

These statements will be confirmed by inspection. If it be the purpose of those who have projected the road to develop the resources of the interior, and to enhance the prosperity of New Orleans in that way, that purpose will never be attained by building a track through a *waste* of land, and by traversing with steamboats a *waste* of waters; but it cannot be doubted that their commendable enterprise will be rewarded with complete success, if the road shall commence to *develop* from the start, and shall be directed through a region which is capable of furnishing such staples or commodities as the capitalist will find it profitable to transport and to traffic. I recapitulate:

1. The route *across* Lake Pontchartrain will only be a connection of two shores of the lake:

That *around* the Lakes will pass through a fertile country, will facilitate the transportation of the products of that section of country at all points, and will derive large profits from such transportation.

2. The navigation of Lake Pontchartrain by a steamer, heavily laden and encumbered with a train of cars, (were it possible,) would be dangerous, and in any view of it, inconvenient:

The circuit of the Lakes would be met by no danger or difficulty.

3. The first would be more expensive than the other, without effecting a sure and permanent union of the country with the city:

The other would establish a road from the city to the country; not from one point in the country to another.

4. In the first project, the freights on sugar and molasses are not taken into account:

In the other, that item will go further to sustain the road than all the products of St. Tammany and Washington.

I estimate those freights in 1853, at $12,000. At the rate of 6 per cent., that sum would represent a capital of $200,000—enough to build half the road around the Lakes.

5. The first mentioned route would pass through a region badly timbered, sparsely populated, and unprofitably cultivated:

The other would pass through the midst of the planting population of Eastern Louisiana—thriving communities, maintained by a grateful soil.

Such a people will sustain a road; they will do more, they will assist to build it, if the city will encourage the undertaking; and nothing in the world is wanting to induce them to promise their aid but the assurance that some practicable and permanent communication with New Orleans will be afforded them; that their means and hopes will not be trifled away in vain and extravagant schemes; and that the mercantile interest will evince their confidence in the success of the enterprise by taking the lead in it. OGLAUS.

Lyceum Hall Lectures.

Last evening, Dr. J. L. Smith delivered the fourth of his series of lectures on chemistry, in the above Hall. His subject was the combination of oxygen and hydrogen, the two elements which he had treated and exhibited the properties of in the preceding lectures. Previous, however, to entering upon his subject proper, he exhibited a considerable sized balloon, made of gold-beaters' skin, and in the shape of an elephant, which he had inflated previous to the lecture, with hydrogen gas, and which he now disengaged, when the creature rose buoyantly in the air, till its further progress was prevented by the lofty ceiling, against which for a time it remained, and in due season made a safe and gradual descent. If the audience were in any degree disappointed the preceding evening with the little hydrogen balloon which would not rise, they had it more than compensated for on this, in "seeing the elephant" make his aerial gyrations; and the lecturer, too, had the satisfaction of exhibiting what it was his chief purpose to exhibit, and explain, by the introduction of the experiment, the exceeding lightness of hydrogen gas, and its use in balloon ascension.

He had prepared quantities of oxygen and hydrogen gases, which he had mixed and placed in vessels for the purpose, and before effecting the combination of these, he explained that these and all other elements combine in definite proportions. Taking hydrogen as one—it being the lightest, was taken as the standard which the chemist compares the weight of the rest by—oxygen then was formed, when it combined with the former, to do so in the proportion of eight, the resulting compound being nine. Either of these bodies again, when they enter into combination with any of the other elementary bodies, do so in this proportion: the other elements observing the same regularity in their mode of combining, so that when we once ascertain what is the combining equivalent of any one body with any other one whatever, we are sure to find it enter in the same exact proportion in every compound which it may enter into. They may, and often do, form compounds where we have two, three and four equivalents of one elementary body, entering into and combining with a single equivalent of another elementary body, but they never, he said, perplex us by forming combinations when a half or a third of any of these is found always in the exact definite numbers, and which are set forth in all works on chemistry. A knowledge of this important law of the combinations of bodies, was highly necessary to a correct understanding of the subject of chemical changes, and although without this, little comparative progress could be made, yet he must refer them to works on the subject, as in a short and popular course like the present, he could not give it the attention it required.

He then went on to illustrate the manner in which the combination of oxygen and hydrogen was effected. He showed that the requisite proportions of these elements for combination were placed in immediate contact with each other, yet that no chemical change resulted, and this would remain to be the case, no matter how long they should be so kept. To effect a union, it was necessary to call in the action of a third body; and this third body, though required to set the chemical affinity of the others into full play, did not take any other part in the union which they formed; it seemed to set one point of them into motion, which instantly became propagated to all the other parts of the mixture, an explosion in short was the result when heat and light were given forth. The ultimate result of the explosion with the ga es referred to, he showed to be the formation of water. This he did by setting flame to a jet of these ignited, and holding a bell-glass over it, when an evident deposit of watery vapor was formed on the interior and trickled down the side. He exploded the mixtures in the same way by passing an electric spark through these gases in a little apparatus for the purpose, and also in a small brass cannon, which he had charged with the same, both of which exploded with a deafening report. In all these cases, water, he said, was the alone product.

He mentioned the discovery of the composition of water, as having been made by Priestley, Watt, and Cavendish, but its true composition, divested of all extraneous errors, which the former had more or less mixed it up with, was laid down first, he said, by Lavoiser. He then, at some length, went into the different forms which water presents in nature; dwelt especially upon the glaciers—the magnificent appearance they presented to the traveller in Alpine regions—the dread devastation which they now and then produce, when in the avalanche they come down, leaving destruction in their course, in the valleys that lie beneath, and destroying villages or whatever else comes in the way of their progress.

He performed many experiments on combustion at the conclusion of the lecture, and exhibited the hydro-oxygen blow-pipe, arranged so as to play upon a linen ball, which gave a brilliant white light. The arrangement which is known by the name of the Drummond light, he said he would, on a future occasion, exhibit to them, in connection with another part of his course, when it would be explained more in detail. The audience, we are pleased to see, is gradually increasing, as the lecturer's qualifications for expounding and illustrating his interesting subjects are becoming better known. Last evening, notwithstanding the intense cold, the number was evidently greater than on any of the preceding evenings: this is the best proof that the lectures are being appreciated; few who go once will care to remain away.

Latest News.

At New York, on the 27th, there were still no tidings of the Atlantic.

All the capital stock necessary for the building of a first class steamer has been subscribed in Philadelphia.

The U. S. Senate, on the 27th, engrossed the bill authorizing the District Judge of Arkansas to appoint inspectors of steamboats. On the day before, the Senate engrossed the bill granting the right of way and donating land to Mississippi and Louisiana for the New Orleans and Jackson Railway; also, the right of way for the Louisville and St. Louis Railway.

The private letters by the Arctic are not so favorable for cotton as the published accounts.

Charles J. Audubon, the celebrated ornithologist, is dead.

The Senate, on the 28th, was engaged on the California Land bill.

The House was still discussing the Deficiency bill.

The bark Carlos, from Galvestos, for Boston, with a cargo of cotton, has been totally wrecked. The crew were saved.

At New York, on the 29th, cotton had declined, and prices were unsettled. Sugar declined one-eighth.

The Asia, on the same day, sailed for Liverpool with only thirteen passengers.

In the Senate, on the 29th, the California Land Claim bill was discussed. Various amendments were proposed and rejected.

In the House, the proposition of Mr. Julian, of Indiana, to give the public lands to actual settlers, was passed over informally. The Deficiency bill was discussed, the proposed tariff amendments were rejected, and the bill passed.

Adams & Co.'s Express was robbed on the night of the 29th, between Philadelphia and Baltimore, of two kegs of Mexican dollars, containing $5000 each.

The above intelligence is is gleaned from the telegraphic dispatches published in yesterday's Evening Picayune.

General Watkins, the whig Speaker of the lower branch of the Missouri Legislature, is a half brother of Henry Clay.

Arrivals at Principal Hotels....Jan. 31.

VERANDA.....L Hadgey, La; C Berland, Ohio; J F Thomas, Baltimore; S Gayle, Ala; A C Gibson, Miss; A Bettiter, Ga; A Forsyth, Panama; Thos R Moore, Ky; Wm C Byrne, J W Orville, S W Hatchett, S S King, J V Martin, Ark; J W Burbridge and lady, M Mitchell, J B Robinson, lady, child and servant, NO.

HEWLETT'S.....Wm Moore, R Richards, John L Jones, Miss; M W Harrison, Baltimore; L E Lowe, E Jordan, La; S Lynch, T A Brown, St Louis; J C McManus, Memphis; J F Fagnus, Ark; A M Myers.

WESTERN VARANDA.....L S Lawrence, Joseph Lawrence, W McAlpin, Ga; A B Horrell, Ill; J H Cole, J P Cleveland, St Louis; Miss C A Sage, The Stephens, Dr John H Campbell, Miss Campbell, Miss; W T Woodward, Ky; R J Meade.

Died:

On Sunday morning, Jan. 27, JOHN, infant son of C. W. and Mary Farrington.

☞ St. Paul (Minnesota) papers please copy.

Bethel Service.

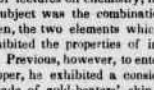
☞ Rev. Mr. BEISTAND, Seamen's Chaplain, will preach on board the British ship CONQUEROR, at Pier No. 21, Second Municipality, TO-MORROW AFTERNOON, at 4 o'clock. Seamen and others are respectfully invited to attend.

Religious Notice.

☞ J. B. FERGUSON, of Nashville, Tenn., will deliver a Discourse TO-MORROW, on the distinguishing principles of the Christian Church, at the dedication of the new Christian Chapel, on corner of Hospital and Camp streets, at 11 o'clock, A. M. Also, Preaching at night, and every night during the week, at the usual hour.

Louisiana State Colonization Society.

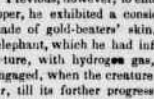
☞ The adjourned public meeting of the Society will be held in the First Presbyterian Church, Lafayette Square, on SUNDAY EVENING, at 7 o'clock. The meeting will be addressed by Randell Hunt, Esq. J. W. Frost, Esq., Hon. J. C. Larue, C. Roselius, Esq. Revs. H. L. Stanton and I. A. Maynin, Esq. With such an array of speakers, we expect to see the church well filled. The expedition now on the eve of departure, and the presence of the emigrants going to Liberia by the Alida, will tend to render the assemblage one of much interest. The cause is one which has been supported by some of the greatest statesmen of our country.



Washington Fire Co. No. 20.

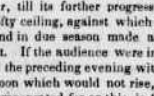
☞ The officers and members of this Company will meet at their engine house, Monday Morning at MONDAY EVENING next, the 3d inst., at 7 o'clock precisely....By order

LEOVY, Secretary.



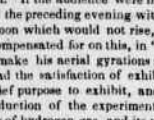
Protection Hose Fire Company.

☞ The officers and members of the above Company are hereby notified to attend the regular monthly meeting on SUNDAY next, Feb. 2, at 10 o'clock, A. M. JOHN F. GRUBER, Secretary.



Jackson Fire Co. No. 18.

☞ The members of the above Company are hereby notified to attend the regular monthly meeting on SUNDAY next, Feb. 2, at 10 o'clock, A. M. JOHN F. GRUBER, Secretary.



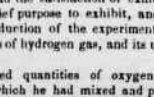
SOCIETY BALL.

☞ A Ball will be given This Evening, Feb. 1, 1851, at the Pleasant street Ball Room, situated at the Tobacco depot adjacent and Pleasant street, in the city of Lafayette, and but two squares below the terminus of the Carrollton Branch Railroad, running through Louisiana Avenue. The Carrollton car leaves New Orleans at a quarter past 7 o'clock, P. M. The last Omnibus leaves Canal street at 8 P. M. Passengers by the 7 3-4 or 10 o'clock P. M. Lafayette Cars will have but a short walk to reach the Ball Room, after leaving the Railroad.

☞ Parties wishing to return to New Orleans may do so at any hour, and at a cheap rate, by hiring an Omnibus from the station situated near the Ball Room.

☞ Cards of Admission to the Ball, $1 00 each. fel 1t*

RACES!!! METAIRIE COURSE.



SUNDAY, February 2—A Match of $200, between the celebrated Racing Horses JAMES K. POLK and CATO—Mile heats, three in five, in harness.

This is the second race between these two Horses. In their first race it will be remembered that these horses made out of four race made each in 2:40, and the third in 2:51. Some of our best amateurs were present, and became a little excited in favor of their pets—and it is thought that they would "stake" for the sum of $200, and each to bind the ribbons over their favorite nags, the same distance, on Monday, February 3, at half-past 3 o'clock, P. M., when some pretty ball driving may be expected to be seen.

.....Immediately after.....

A Purse of $50 will be given for Pacing Horses—Mile heats, three in five, to wagons, as follows:

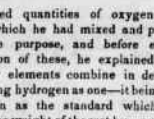
1. Nettie's b g. BASIN BOY.
2. Forrest's b g. INDIAN.
3. Adams's g g. DAN RICE.
4. Draper's g g. MORGAN RATTLER.
5. Schermerhorn's g g. FUNNY MERRITT.

☞ Pacing to commence at half-past 2 o'clock, P. M. fel*

550 CRATES CROCKERY WARE,

AND

600 Casks and Boxes Glass Ware,



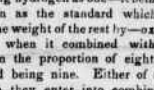
IMPORTED expressly for the Southern and Western trade, are offered for sale by the subscribers, either by the package or repacked in lots to suit purchasers, at LOWER PRICES than these goods have ever been sold in this market, to prove which, we ask country merchants to examine our stock before purchasing elsewhere.

P. R. FELL & CO. 84 Common street, near the Veranda Hotel,

☞ Sign of the LARGE PITCHER. fel 1mix

REMOVAL—In consequence of the late fire, the old established stand for Philadelphia Wheelwright Work has been removed from under the Rev. T. Chase's Church to No. 56 PAMPINO STREET, nearly opposite the St. Charles Theatre, where customers and the public can be supplied with Carts, Drays, Ox Wheels and Barrows, Jersey, Express, Baggage and Plantation Wagons, and every article in the line for city or plantation use, at low prices for cash or approved city acceptance.

fel 6m DAVID G. WILSON, 24 Perdido st.



F. H. KNAPP, DENTAL SURGEON, senior partner of the late firm of F. H., C. S. & J. S. Knapp, Dental Surgeon, still continues the practice of his profession, as usual, at the same place which he has occupied for many years past, 104 Common street, opposite the ruins of the St. Charles Hotel.

☞ All operations warranted satisfactory. fel 3m

GOODRICH & CO. offer for sale at their Warehouses, 27 and 29 Common street, the following articles at the lowest wholesale prices. Their stock of GROCERIES is large and worthy the attention of the trade.

1000 packages 8 lb., 12 lb and 2 lb boxes Tea;
200 half chests superior Y. H. and Imperial do;
400 half chests ordinary and good Black do;
25 cases curious Black Tea—superior;
25 do do Green do do;
10 half chests English Breakfast Teas;
250 packages Lovering's Loaf Sugar;
250 do New-orleans Refined Sugar;
1100 do assorted Mackerel;
100 boxes and drums Codfish;
200 do Winchester Soap;
100 do Litchfield & Co.'s Adamantine Candles;
250 do Star Candles;
500 mats Cassia;
100 bags Pepper;
1 cask Dutch Ombro Madder;
100 cases Fire Crackers;
114 casks Ryan' Porter and Ale;
100 cases English Porter;
3000 kegs Bridgewater Nails;
200 packages Raymond Godard Brandy;
10 do Bisquit Troische's do;
2 pipes Howard, March & Co. Madeira;
100 pkgs. Port, Sherry and Burgundy Wine;
50 do Sweet Malaga Wine;
100 boxes superior Virginia Tobacco;

☞ With a large stock of Pickles, Preserves, Champagne, etc. etc. fel

DISSOLUTION—The partnership heretofore existing under the style of CROCKETT, FROST & CO. is this day dissolved by limitation. H. A. KIDD having sold his interest in the Crescent newspaper establishment to his copartners