The Daily Crescent.

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The Daily Crescent.

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TERMS OF THE CRESCENT.
DAILY—Fifteen Cents per week, payable to the carriers, or Eight Dollars per year, payable in advance—half yearly and quarterly at the same rates.
THE WEEKLY CRESCENT—Three dollars a year, payable in advance. Postmasters and others acting as agents, by sending five dollars, will be entitled to two copies.

TERMS OF ADVERTISING.
Reduced to the Cash Standard.
From and after this date, the following reduced rate of charges, per square of 12 lines or less, in Agate, or 10 lines or less, in Pearl, will be invariably adhered to, and thus, while all the patrons of the Crescent will be put upon an equal footing, its columns will be opened to thousands who have never been able, heretofore, to advertise, viz:

First insertion, per square, in all cases	$6 00
Each insertion after, per square, second page	4 00
" " " " third page	3 00
" " " " outside pages	2 50
" " " " Weekly Crescent	1 00
For one month, per square, second page	$12 00
" one month, per square, third page	8 00
" three months, per square, outside pages	20 00
" six months, per half-square, outside pages	30 00
" twelve months, per quarter-square, outside pages	40 00

For business cards in the Weekly Crescent, half the rates in the Daily. Contracts will be made with merchants to advertise by the year, based on the above rates. All advertisements not marked will be considered as intended for one insertion only.... These reduced rates are offered to our patrons as a premium for cash payments; every advertisement, therefore, (except from regular advertisers, with whom we keep running accounts,) must be left at the counter and paid for in advance. October 1, 1850.

SIMPLE, TOUCHING, BEAUTIFUL LINES.

The New England Diadem gives its readers the following beautiful stanzas, which were suggested by hearing read an extract of a letter from Captain Chase, giving an account of the sickness and death of his brother in-law, Mr. Brown Owen, who died on his passage to California. We have but seldom met any thing so painfully interesting in every line, and it will be read with "tears eyes" by many who have lost brothers, fathers, husbands or sons on their way to, or after having reached, the land of gold and of graves:

Lay up nearer, brother, nearer,
For my limbs are growing cold,
And thy presence seemeth dearer,
When thy arms around me fold;
I am dying, brother, dying,
Soon ye'll miss me in your berth,
For my form will soon be lying
'Neath the ocean's briny surf.

Hearken to me, brother, hearken,
I have something I would say,
Ere the veil my vision darken,
And I go from hence away;
I am going, surely, going,
But my hope in God is strong,
I am willing, brother, knowing
That he doeth nothing wrong.

Tell my father when you greet him,
That in death I prayed for him,
Prayed that I may one day meet him,
In a world that's free from sin;
Tell my mother, (God assist her
Now that she is growing old,)
Say her child would glad have kissed her,
When his lips grew pale and cold.

Listen, brother, catch each whisper,
'Tis my wife I'd speak of now,
Tell, oh tell her, how I missed her,
When the fever burned my brow;
Tell her, brother, closely listen,
Don't forget a single word,
That in death my eyes did glisten,
With the tears her memory stirred.

Tell her she must kiss my children,
Like the kiss I last impressed;
Hold them as when last I held them,
Folded closely to my breast;
Give them early to their Maker,
Putting all her trust in God,
And He never will forsake her,
For He's said so in His Word.

O my children! Heaven bless them!
They were all my life to me;
Would I could once more caress them,
Ere I sink beneath the sea;
'Twas for them I crossed the ocean,
What my hopes were I'll not tell,
But I have gained an orphan's portion,
Yet He doeth all things well.

Tell my sisters I remember
Every kindly parting word,
And my heart has been kept tender,
By the thoughts their memory stirred;
Tell them I ne'er reached the haven
Where I sought the "precious dust,"
But I have gained a port called Heaven,
Where the gold will never rust.

Urge them to secure an entrance,
For they'll find their brother there;
Faith in Jesus, and repentance
Will secure for each a share—
Hark! I hear my Saviour speaking,
'Tis, I know his voice so well,
When I am gone, oh don't be weeping,
Brother, here's my last farewell".

New York Correspondence.

Branch Mint—Strike of Printers—Steamships—Railroads—New Journal—Ray Tompkins—Dr. Spring—Washington's Birth Day, etc.

NEW YORK, February 5, 1851.

Of course we are very sorry to learn from Washington that the project for the New York Branch Mint has received "the go-by" from the members. Had it been a mint julep it would probably have gone down very well. Perhaps this intelligence is premature—we will hope for the best. I see no objection to continuing the Mint in Philadelphia, but I know sundry and divers strenuous reasons why we should have a Mint in New York. Nine-tenths of all the California gold dust comes into this port. A large portion belongs to parties in this city, and the remainder is distributed throughout the country by expresses that radiate from New York city. The gold dust ought to be coined here, but as it is, it is forced to make an exodus to Philadelphia, where (being short-handed) they detain it a month or two. In the meantime the owners are fretting at the delay.

The journeymen printers at the foot of Wall street are on a *strike* this morning. The Journal of Commerce office and Nesbitt's mammoth printing establishment, present an appearance not unlike a bee-hive when the bees are swarming.

Again, we see revived in New Orleans the enterprise for a line of steamships, to run every week between New Orleans and New York. It is really to be hoped that the scheme will succeed speedily. New Orleans is accused of being seven years behind the age, in enterprise, but I hope it is not true. Her commercial prosperity would be materially aided by more frequent steam communication with New York. She is bound to equal this city in the course of time.

It is gratifying to observe a spark of enterprise forming into a flame in Alabama. I see that the Mobile press is warmly interested in the project of a railroad to connect Chicago and Mobile, and is advocating a National Railroad via Alabama, Mississippi, Louisiana, Texas, and the Mexican Gulf coast, to California. In our New York Legislature a bill was reported, yesterday, to incorporate the Mexican Overland and Ocean Steamship Company.

An enterprising Frenchman, Mons. A. Dagneaux, has projected a Parisian week journal, after the plan of "Willmer & Smith's European Times"—an English paper of immense circulation in this country. It is entitled "Le Transatlantique." Its object "will be to convey the latest and most authentic intelligence, interchangeably between America and the Continent of Europe." I saw a prospectus of it at the office of Stimson & Co.'s New York, New Orleans, and Mobile Express. It is to be hoped that this new international newspaper will be more candid upon American affairs than is the "European Times."

The examination of Ray Tompkins, the very dashing and fashionable broker, who diddled some of his fellow members of the Board out of $77,000 worth of stocks, has not elicited any thing which adroit counsel cannot overthrow. It is probable that he will compromise by paying fifty cents on the dollar, and ere long will hold his head as high as ever in Wall street. He lives in grand style—fine equipage—tall suppers—big house, etc. etc. What a great thing it is to be rich!

Rev. Dr. Spring, on Sunday last, preached the eleventh of his lectures on "First Things," now attracting much attention. His subject was the "*First Dein*," who he opined was Cain, the prototype of Lords Shaftesbury, Bolingbroke and Hubert. He drew this inference from the nature of his sacrifice, which God rejected, because it did not comport with the revealed will of divinity, and was only in accordance with Cain's own notions of reason and nature.

The steamer Arctic left port to-day for Liverpool. The North America will leave on the 11th inst. for Chagres.

Money is plenty, and most stocks sell well.

The Order of United Americans in this city will make a "grand demonstration" on the 22d inst. in honor of Washington's Birth-day. The city authorities, also, will celebrate the occasion. I wish we might have the pleasure of hearing at that time the very able oration of E. P. Whipple, Esq., on the character of Washington. Whipple is a Boston man, but we must award to him the credit of being the best American lecturer, essayist and reviewer.

At the foot of Ninth street may be seen, nearly completed, the new steamship "Brother Jonathan," built by Mr. Mills, to compete with the English steamer now building for the purpose of "whipping" the Yankee craft.

Congress.

WASHINGTON, February 4, 1851.

SENATE.—Mr. Atchison presented the petition of a lady of Missouri, asking compensation for a slave who absconded while in the service of the U. S. Quarter Master at Fort Leavenworth. After debate, the memorial was referred to the Committee on Claims.

The Chair laid before the Senate a communication from the President of the United States, enclosing a report of the Director of the Mint.

Also, the correspondence in relation to the possessory rights of the Hudson Bay Company.

Mr. Hale presented several petitions for a repeal of the Fugitive Slave Law. Laid on the table.

Mr. Borland presented a memorial from the Legislature of Arkansas in favor of the acquisition of Cuba.

Mr. Pearce presented a memorial of the members of the Maryland State Convention, in favor of a line of steamers to Africa.

A bill making Cambridge, Mass., a port of entry, and a bill changing the time for holding the U. S. Courts in Ohio, were passed.

The Senate then took up the bill to amend the acts regulating the appraisement of imported merchandise, and for other purposes, and after some debate by Messrs. Hunter, Winthrop and Pearce, upon the workings of the tariff of 1846, the bill was amended and passed.

A resolution by Mr. Winthrop, directing an inquiry and an early report of the Judiciary Committee as to the period when the term of a senator holding office by Executive appointment rightfully expires, was adopted.

The bill to ascertain and settle the private land claims in California was taken up. Mr. Benton proposed a number of amendments, which were negatived.

The bill was then further amended, reported to the Senate, and ordered to be printed with the amendments. Adjourned.

HOUSE.—Mr. Boyd called attention to the fact that to-day and the three succeeding days were formerly set apart for the consideration of territorial business. He proposed that the two special orders—the Mint bill and the bill to establish a Board—be set aside until Thursday, and that to-day and to-morrow be devoted to the business of the territories.

The suggestion was not acquiesced in.

The House then went into Committee of the Whole on the state of the Union (Mr. Carter in the chair) and resumed the consideration of the bill to establish a branch mint in New York, and a branch mint at San Francisco.

Debate took place on amendments offered; and finally the New York portion of the bill was stricken out, and then that relating to San Francisco.

Mr. Bayly moved to amend the substitute heretofore proposed by Mr. Chandler—in effect, to add pains and penalties to the act of last session, for counterfeiting or purloining the bars and ingots authorized to be cut and stamped at the assayer's office in California, to be received for five years in Oregon and California, for Government dues. These, Mr. Bayly said, would supersede the necessity of another branch mint, and the bars and ingots could be counted faster than small coin, and would take the place of the gold pieces now in the banks as the basis of their paper issues.

The committee rose, when the question occurred on agreeing to the amendment (that of Mr. Bayly) to the Mint bill.

A motion was made to lay the bill on the table; and this was decided in the negative—yeas 70, nays 106.

Pending the demand for the previous question, The House adjourned.

WASHINGTON, February 5, 1851.

Mr. Dodge, of Wisconsin, presented the joint resolution of the Legislature of that State, repealing certain resolutions passed at a former session, censuring the conduct of the Hon. J. P. Walker, one of the Senators of that State.

Mr. Borland presented the resolutions of Arkansas in favor of establishing in one of the South-Western States a military academy, like that of West Point.

Mr. Foote, from the Committee on Foreign Relations, to whom had been referred various memorials from the Peace Society and others, reported a resolution expressive of the sense of the Senate, that arbitration should be provided for in all future treaties of the United States.

Mr. Butler, from the Judiciary Committee, to whom had been referred Mr. Winthrop's resolution on the subject, reported that in the opinion of the Committee, a Senator appointed by the Governor of a State to fill a vacancy in the Senate, was entitled to hold his seat till the successor appeared and presented his credentials.

Mr. Hamlin reported a bill for mail steamers to Rio Janeiro.

Mr. Hunter introduced a bill regulating the importation and warehousing of imported merchandise.

A joint resolution, providing for the distribution of the works of Hamilton and John Adams, was passed.

The bill in relation to private land claims in California was further debated, and was then ordered to be engrossed.

The joint resolution from the House, making land warrants assignable, was taken up and debated. It was then postponed.

And the Senate proceeded to the consideration of Executive business, and shortly afterwards adjourned.

HOUSE.—After preliminary proceedings, the demand for the previous question was seconded on the substitute reported yesterday for the bill establishing a Branch Mint in the city of New York, and a Branch Mint and an Assayer's Office in San Francisco. This substitute merely proposed to make penal the counterfeiting, embezzlement, or alteration of the bars or ingots of gold authorized to be issued from the Assayer's Office in California, by virtue of the Civil and Diplomatic bill of the last session, the denominations to be stamped on them, and to be received in payment of Government dues in California and Oregon for five years. The House disagreed to the substitute—yeas 93, nays 103.

The question recurring on the original bill to establish a Branch Mint in New York and a Branch Mint in California, on motion of Mr. Strong it was laid on the table—yeas 107, nays 92.

On motion of Mr. Boyd, and by general consent, the special order—the bill to establish a Board of Claims—was postponed until Friday next; and the House resolved to devote to-day and to-morrow to the consideration of business relating to the Territories.

Mr. Boyd, from the Committee on Territories, reported a joint resolution to admit Almon W. Babbitt to a seat on this floor for the remaining term of Congress, as a delegate from Utah. He explained that Mr. Babbitt was elected a month and a few days after Congress, last year, passed a bill to establish a territorial government for Utah; but he was not elected in pursuance of that law. But the people, however, almost unanimously, had selected him to represent their interests. If Congress have the power to provide for the election of a delegate, they have the power to admit Mr. Babbitt.

Mr. Burt dissented from this view of the case; and after an ineffectual motion to lay the resolution on the table, it was referred to the Committee on Territories.

Reports were made by the Committee on the subject of Territorial business, and the bills were referred to the Committee of the Whole on the State of the Union.

The House went into committee, and proceeded to the consideration of the bill authorizing the Territories of Oregon and Minnesota to take charge of their school lands, and for other purposes. Without coming to a conclusion, the committee rose,

And the House adjourned.

The celebrated race-horse *Bald Wegner*, died at Mobile on Tuesday.

TELEGRAPHIC.—The following telegraphic news came to the Baltimore Sun:

NEW YORK, February 5.—We have accounts here that the ship Nonantum, belonging to Baltimore, which sailed for California, was burnt and totally destroyed near the Falkland Islands.

Advices from Rio de Janeiro to the 23d of December, state that the probabilities of war between Buenos Ayres and Brazil are much less.

Flour was pouring in in large quantities, and holders to effect sales must submit to a reduction. All descriptions of American goods were dull.

Coffee was firm at previous quotations.

SAILING OF THE FALCON.—The steamship Falcon, Lt. Hartstene, commanding, sailed yesterday morning at 9 o'clock for New York *via* Havana and Chagres, with the following passengers:

For New York—Mrs M W Smith, A Bossac, lady and servant, Mr Van Cleek and child, H Emerson, J Deacon, J C Richards, F H Hautman, Capt Wellington, Chas Mounier, W H Bird, B Ernest, J V Pellignin, G Meyer, M H Coots, J T Vingsland, A J Leavitt, D Davidson, Wm G Ila.

For Havana—Miss Caroline Louden, A Bondonaque, C Boudonque and servant, Miss Guion, W T Caldwell, M Ryerson, E J moon, J Vasmendie, Col Winder, Judge Guion, J Torredas, M Richors, G McKinney, E Hutchings and lady, L M Armstie, lady and servant, W A Meadvarj, Capt Errington, L Brigham, Mr Stuart, R Armstier, L Price and servant, Mrs Rolle, Mrs Williams, J M Pains, M Treboise, G Campbell, A Campbell, A Gaasler, W Atkins, J Nelson, Lt Renshaw and lady.

For Chagres—Mrs Balfs and servant, Mrs C Clemens, child and servant, N F Owen and two ladies, J Beam, lady and child, Mrs O'Connor, four children and servant, E Brickell and two ladies, Mrs Latimer and child, J S Lane, N H Lane, P T Wyman, W S B Hartley and four children, W Schonfeld, lady, child and servant, J Brown, M Pahis, T H Havoney, W W Kelly, T Mermin and lady, Capt B Frisbee, H Sage, Dr J F Rogers, B Wells, J Fellbanner, G Rule, W Wallace, Chas Abbe, Jno Paine, W Elliott, J Blackwell, J Elliott, Mrs C Harman and three children, J Frohs, A Abbe, R Bessor, J H Roe, J Rhodes, A M Hinkley, J C Hudspeth, W Bevens, C W Cock, W Donaldson, T S Anderson, D G Gilbert, P T Curry, F A Clements, R White, A Hall, P Manoe, S D Mitchell, J Alexander, W H Redding, J Donegan, M Donegan, E Fitzgerald, C Brooks, B Carr, A Wilmoth, A Abney, M Thompson, J E Brower, Mr Feere, Hyde Dunn, W T Brown, T A Brown, T O David, Mrs G Kelly, J Burton, J Fagan, John George, A Brockell, T P Hinkley, M L Tromboten, M D Chuch, E J Frisbee, L Wilcox, P Beatley, W Dewitt.

SUPREME COURT OF THE UNITED STATES.—*Tuesday, February 4*, 1851.—No. 60. The United States vs. Thomas J. Morgan *et al.*—In error to the Circuit Court of the United States for Louisiana.

Mr. Justice Woodbury delivered the opinion of this Court, reversing the judgment of the said Circuit Court, and remanding this cause for a venire *facias de novo*.

No. 58. The United States vs. J. B. Dauterive *et al.*—On appeal from the District Court of the United States for Louisiana.

Mr. Justice Daniel delivered the opinion of this Court, reversing the decree of the said District Court, and remanding this cause, with directions to dismiss the petition of the claimants, their title being void and void.

No. 71. Baltimore and Susquehanna Railroad Company, plaintiffs in error, vs. A. Nesbit *et al.*—The argument of this cause was continued by Mr. Reverdy Johnson for the defendant in error, and concluded by Mr. J. M. Campbell for the plaintiff in error.

No. 72. J. D'Arcy, plaintiff in error, vs Ketchum, Rogers & Co.—The argument of this cause was commenced by Mr. Cone for the plaintiff in error, and continued by Mr. Ketchum for the defendants in error.

Adjourned until to-morrow, 11 o'clock, A. M.

HARRISON'S CABINET.—The six members who composed General Harrison's cabinet are now all assembled in Washington, and in the enjoyment of perfect health. Ten years have rolled by since they were called to the capital to form a whig administration, and yet the time has made little, if any serious impression upon any one of this number. There are few more remarkable examples of any equal number of men, who became connected together at the same period of life, being in such a state of preservation now. Two out of the six, Mr. Webster and Mr. Crittenden, are members of the present administration.

THE ATLANTIC.—The non-arrival of the Atlantic is a matter of all absorbing interest at New York, but many of the papers still express the belief that she is safe. There have been many instances where steamships, plying between the United States and England, have been compelled to put back in consequence of receiving damages, and the hope that such has been the case with Atlantic is all that now remains. The New York Herald says:

"The Acadia put back on one occasion; the Caledonia was forced to put back when she was one third of the distance across the Atlantic Ocean to Cork; the Liverpool was compelled to put back and repair her machinery; the United States put back. This is not the first instance, therefore, of a steamship being forced to return to the port whence she sailed, and repair damages. Neither the Atlantic nor any other steamer is free from accident, and because she has been disabled, it does not follow that she is not safe.

"Some time since a vessel was seen bottom up in mid ocean, and in the track of steamships plying between the United States and Great Britain. It was evident that she had come in collision with some other vessel, but what one it is impossible to say. The general opinion, however, is that it was either the Atlantic or the Africa, both of which were crossing the ocean at the same time. We have not heard that the Africa ran into any ship. We know of her arrival at Liverpool, and if she did not have a collision with the reported vessel, it is very probable the Atlantic did. The English papers may throw some light on the subject. We are strongly of the opinion that the Atlantic had that misfortune. If she had, Captain West undoubtedly steered for Fayal, in the Western Islands, for the purpose of repairing. Our latest dates from that place are to the 25th of January. It would take two or three weeks before the Atlantic could reach that place under sails. We repeat, there is no need of apprehension yet; at all events as to the safety of the Atlantic."

Hon. Benj. W. Crowinshield, one of the oldest, wealthiest and most respected citizens of Massachusetts, died recently at Boston.

The Commissioner of Patents publishes a long communication in the National Intelligencer, embracing his replies to the charges of Day and others, and all the papers referring to the extension case of Chaffee. Mr. Ewbank says as the calumnies of Fuller, Day and others have been widely circulated by the press, and are now being circulated in almost every section of the Union, in order to render his office and its administration obnoxious to public censure, he purposes this publication, with the view of disabusing the public mind, and exposing the covert and open, and at present combined efforts of baffled dishonest agents, defeated pirates, and hitherto disappointed intriguers.

The Fredericksburg (Va) Herald chronicles the fact that a female slave, who absconded from her master in Maryland, and went to New York, had voluntarily returned home. It appears that, on reaching New York, she was taken charge of by an abolitionist, who sent her, with other fugitives, to Canada. There she became dissatisfied and went back.

A correspondent of the New York Express, writing from Havana, states that during a recent period of four weeks, fourteen hundred slaves had been imported into Cuba from Africa. This is in violation of the existing treaty with England and the United States, in respect to the slave trade, and the writer adds that it is done with the knowledge and connivance of the Captain General.

AFFRAY IN CAMDEN.—The Columbian South Carolinian of Wednesday, says: "From sundry rumors, we have understood that quite a serious affray occurred in Camden on Saturday last, in which four individuals were seriously injured—two from pistol wounds and two from stabbing. The details we have heard are not sufficiently accurate to lay before the public, and we must therefore wait until we hear more definite accounts."

NAVAL.—The Norfolk Herald says: "The U. S. steamer Engineer, which left here for Washington last week, to tow the iron steam-propeller Allegheny down to the navy yard at Gosport, was prevented by the ice in the Potomac from fulfilling her errand, and returned to Gosport yesterday morning.

"The U. S. ship John Adams has been taken along-side the wharf at the navy yard to have her hold broken out previous to her outfit and return to the African station."

Mr. Macready, it is now stated, has actually made his farewell bow, and is about to retire to Sherbone, in Dorsetshire, where in a house of his own he will spend the remainder of his allotted time, and seek the peaceful enjoyment of a classical retirement.

FOR THE WORLD'S FAIR.—A Northern paper reports that one hundred American gentlemen have subscribed $25,000, and engaged a first class vessel, for a trip to the World's Fair at London. During their stay they intend to make their home on board their ship, which is to be superbly furnished and used for entertainments, parties, etc.

The new steamship Marion, the consort of the Southerner, to run between Charleston and New York, was launched at the latter city on the 3d instant.

The New York Legislature failed to elect a Senator on the 4th instant, and a special act is now necessary for election. The democrats have nominated Hon. John A. Dix.

BRITISH OPINIONS OF THE RIVAL STEAMERS. The Liverpool Albion contains a sensible, well written, and just comparison of the two lines, whose iron horses take the Ocean for their race course, and Liverpool and New York for their goals.

"Cunard's company commenced with vessels of 1100 tons, and engines of 350 horse power. They have, step by step, reached 2320 tons and 900 horse power. But the size and power are the only things changed; the model has remained the same. The Asia of 2320 tons, is an enlarged edition of the Britannia, of 1100 tons, and goes towing down the Mersey, carrying a sail before her enough to swamp a revenue cruiser.

"The American steamers are of larger tonnage and less power than the Asia and Africa, but of exquisite model. They are ten years ahead of the Asia and Africa, as far as the waste are concerned, and as far behind in the engines. They slip down the Mersey with scarce a ripple at the bow, dividing the water like a Gravesend steamer. In accommodation, ventilation, and general arrangement, the American vessels are far superior to any thing that has been before seen in this country.

"It will doubtless be said that we attach too much importance to the success of our trans-Atlantic cousins. We don't be told that 'one swallow does not make a summer—one extraordinary passage is no a fair criterion.' We shall be allowed to wait for a twelvemonth before we give an opinion. In spite, however, of these and other wise saws that may be quoted out, we confess that to us the voyages of the Atlantic and the Pacific look like 'the handwriting on the wall' to our rulers, which it behooves them to lay to heart."

MARINE DISASTER.—The Norfolk Herald of the 5th inst. says:

"The schooner John Boushell, Lee, hence for Edenton and Colerain, N. C., was capsized in Albemarle Sound, between Pequimans River and Butts Grave, on Wednesday morning last, and all hands lost. A vessel passed the schooner and saw the crew on her bottom, but the violence of the wind prevented the captain from rendering any assistance, and they either perished from the cold or were washed off and drowned. The J. B. was a new vessel of about 60 tons; she was owned by the captain and W. H. Elliott, Esq., of Chowan county, and had on board at the time a considerable quantity of merchandise for sundry persons in North Carolina. The captain also had in his possession over $2000 in money, a large portion of which was the proceeds of his last cargo. The balance was money entrusted to his care for persons in North Carolina."

NAVAL.—Dr. F. W. Patton has been ordered to the Susquehanna steam-frigate now fitting out at Norfolk. Capt. Downing, who is to take command of the U. S. ship Jamestown, and Josiah Randall, Esq., counsel for Commander Marston, now being tried by court-martial for the loss of the sloop-of-war Yorktown, arrived in Norfolk on Saturday morning.

AN IMPORTANT LIBEL CASE.—A libel case of some interest is now on trial in New York. John C. Taylor and others, merchants, at Columbus, Miss., sue Sheldan P. Church, the publisher of a work called "Church's Reports," which professes to publish periodically the character, pecuniary standing and habits of economy or otherwise, of all merchants and traders in the United States, who buy goods in New York. In the year 1848 the defendant published an unfavorable report of the plaintiffs, in consequence of which they were denied the usual facilities for credit had previously enjoyed in the New York market.

HALF CENTS.—We notice by the report of the Treasurer of the Philadelphia Mint that over fifty-two thousand half cents were coined during the month of January.

About time to stop.

Gen. Mosquera, ex-President of New Granada, arrived in Washington on Saturday, and has taken rooms at the Irving Hotel.

EARTHQUAKE.—A shock of an earthquake was felt at Calais, Me., at half-past five o'clock P. M., on the 30th of January, producing a rumbling and rattling sound, which lasted about fifty seconds.

ANALYSES OF NATIVE GOLD.—The following analyses of different varieties of native gold were made by Prof. Level and published in the "Annals of Chemistry and Physics" at Paris:

	Gold.	Silver.	Copper.
1. Senegal, grains	15.30	1.30	0.20
2. " large scales	86.50	11.20	0.70
3. North America, grains	90.00	8.70	0.30
4. California, a piece	92.70	6.90	0.41
5. Senegal, irregular grains	94.00	5.85	Plat. 0.15
6. A piece, location not given	98.30	1.70	—

STEAMSHIPS.—Congress is now almost inundated with applications for new lines of steamships. Proposals for the establishment of *eight* new lines have already been presented, viz: One from San Francisco to Canton via the Sandwich Islands; lines from Philadelphia to Liverpool, Rio de Janeiro and to Antwerp; one from Norfolk to Gibraltar; one from Baltimore and Norfolk to the African coast; one from New Orleans to Vera Cruz, touching at the mouth of the Coatzocualco; and finally, one from Tehuantepec to San Francisco.

COUNTERFEIT TEN CENT PIECES.—A vast number of ten cent counterfeited coins have been issued from a secret mint in Connecticut. They bear the dates respectively of 1847 and 1848, are well executed, and are passed without any difficulty. The principal feature proving their spurious character, is the absence of the circlet of stars around the figure of Liberty, which the genuine ten cent pieces have.

FORGERY.—G. Clinton Tompkins, a cousin of Ray Tompkins, the defaulting New York broker, has been arrested in that city charged with forging checks on various persons.

A bill has been introduced in the Virginia Legislature for chartering a company to construct steamships and establish a line of steamers to run from Norfolk to some point in Europe.

Charles Dickens has published a new edition in England of his "American Notes," in a preface to which, he says he is still of the same opinion in regard to his views of life in the United States, and independently asserts that he has borne the ill opinion of their citizens eight years, and can do so for eight more, and longer if necessary.

THE CASE OF HENRY LONG.—The abolitionists of New York city have instituted a suit in the Supreme Court, before Chief Justice Oakley, against Charles M. Hall, who acted as Commissioner, and issued the warrant for the arrest of Long. The action is brought for the arrest.

A LEGAL CURIOSITY.—The other day, in the Superior Court of New York, a cause came on for argument, when the defendant's *answer* was produced to the court in the shape of a document of some *six thousand folios*. Judge Duer inspected the prodigy of pleading, and then gravely suggested that it had by all means better be sent to the World's Fair as a specimen of American industry!

Fanny Kemble is reading Shakspeare with great success in the Provincial towns of England.

Bulwer is writing a new play for Charles Kean.

In the Bermuda seas a shark has just been caught which measured from tip of nose to end of tail eleven feet six inches; circumference of body seven feet six inches; extreme stretch of jaws eighteen feet by sixteen. The jaws had six rows of teeth. The contents of the stomach were a sheep, two turtles, eight or ten pounds each, three pieces salt beef, one piece salt pork, one piece suet, some pieces of fish of different kinds.

A RIVAL OF SIGNOR BLITZ.—A wag in a country bar-room, where each man was relating the wonderful tricks he had seen performed by Signor Blitz and the rest of the conjuring family, expressed his contempt for the whole tribe, especially that of beating a watch into pieces and restoring it whole. It being doubted, he demanded a trial. Several watches were at length produced for the experiment. After he had smashed one as fine as possible, he said:

"These are the pieces."

"Yes," all exclaimed, "now let's see the watch."

He used mysterious words, shook up the fragments, and at length put down the pestle and mortar, observing—

"Well, I thought I could do it, but I can't."

Fifteen Days Later from California.

Arrival of the Steamship Mexico.—The steamship Mexico, W. H. Talbot, Master, arrived last night from Chagres, whence she left on the 6th instant, at four o'clock, P. M., making the run in six days and ten hours, bringing dates from California to the 15th January.

Left at Chagres steamers Crescent City and Prometheus, and British steamer Severn. The Crescent City was to leave for New York the 7th instant, and the Prometheus the day following.

Saw the Philadelphia going into Chagres as the Mexico was coming out.

The steamship New Orleans, Captain J. D. Woods, arrived at Panama 2d instant, and the Antelope on the 4th instant, both from San Francisco.

The California mails were expected every moment at Panama by the steamer Unicorn—the Northerner, which should have brought it, being detained to repair injuries sustained in consequence of the steamer Tennessee coming in contact with her.

The passengers report business at Sacramento very dull and gold dust scarce.

Saturday, 8th instant, in latitude 14 deg., 10 min., longitude 81 deg., 36 min., exchanged signals with the steamship Ohio.

We are indebted to the politeness of Capt. Talbot for San Francisco papers of January 15th. They contain but little of interest. San Francisco has been favored with a duel and a suicide. Wm. Walker, Esq., formerly editor of the Crescent, and now connected with the San Francisco Herald, published some severe strictures on the Probate Judge and Public Administrator, whom he charged with defrauding an estate. It led to an angry correspondence, and Mr. Walker challenged a Mr. W. H. Graham. Mr. Walker meets his adversary upon the field and knows him not; the terms, almost unwarrantably savage, and the weapons, are of course arranged and selected to suit the challenged party. Mr. Walker is shot, and thus the matter remains. The paper declares it will expose fraud, wherever discovered, at all hazards.

The suicide, Mrs. Hambleton, a popular actress at the Jenny Lind Saloon, lived unhappily with her husband, and became enamored of another actor, a Mr. Coad. The threats of the husband drove him away, and she quieted the family jar by a dose of cyanuret of potassium. She died in ten minutes. Coad also attempted to destroy himself, but an emetic soon rescued him from danger.

The Legislature.—Gov. Burnett has resigned his office, and Mr. McDougal, the Lieut. Governor, was inaugurated. Hon. David Broderick was elected President of the Senate. A street fight occurred immediately after the session, between Mr. Moore, of the Assembly, and Mr. Broderick. No arms were used, though Mr. M. drew a revolver.

Election of Senator.—[Extract of a letter.]—I understand that a concurrent resolution will be introduced in the House to-morrow, making the election of a U. S. Senator a special order for a day not far distant—probably about the 20th inst. The candidates are diminishing in number as the time for the final struggle approaches. Some are yielding their claims, and some are leaving the ground. Judge Bryant will leave this place for San Francisco to-morrow morning. I think, however, that he does not retire from the field. Col. Fremont will remain here; he is mingling freely with the members; and is, in my judgment, gaining ground. I may, however, err in judgment. I heard a leading whig acknowledge this morning that the democrats were certain of electing their candidate, provided they could agree upon one. It seems to be the general impression of all parties that the democrats will not go into caucus for the purpose of uniting upon a candidate; the attempt to unite, it is said, would result in a failure. As a rule, I believe the question is narrowed down to Heydenfeldt, Bryant, Fremont, Geary and Shattuck. It is rumored that ex-Governor Burnett is a candidate; but I can hardly credit it.

Revenue of California for 1850, $291,539; disbursements, $295,656.

The Printers' bill for the year ending January 1, 1851, $130,000.

The U. S. frigate Savannah, Commodore McCauly, sailed from San Francisco for the Atlantic on the 15th ult. She was to touch at Panama and Valparaiso.

The Alta California complains bitterly of the mismanagement of the mails on the Isthmus, and says that the New Granadian Government has forfeited its contract under treaty stipulations.

A safe in a store adjoining the Courier office, was blown up on the night of the 14th, and robbed of $7000.

Robberies and murders are very frequent at San Francisco.

From Oregon.

The first steamboat ever built in Oregon was launched at Milwaukie on Christmas day. The occasion was observed by almost every variety of amusements; during the festivities Capt. F. Morse, of the schooner Merchantman, was killed by the explosion of a gun discharged by him when the vessel started from her ways.

The newspapers are vociferous in their denunciations of gambling. The editor of the Oregonian had been threatened by the fraternity into an apology.

The Masonic fraternity celebrated St. John's Day at Portland.

The Oregonian gives an enthusiastic account of the first clearance from Oregon to China. The brig Emma Preston was to have sail-d from Portland for Canton on the 21st December.

Floating docks and wharves were in course of construction at Portland.

An immense bridge had been completed across the North Fork of Yam Hill River. It measures 405 feet in length and fifty feet above low water mark.

The Spectator, speaking of the conduct of Capt. Tichnor, of the Emily Farnham, who carried off an officer of the army, as previously published, says:

"The Emily Farnham arrived a few weeks since at Astoria from San Francisco, bringing a large number of passengers. She was advertised to sail to Portland, and many of the passengers engaged passage for that place. Upon arriving at Astoria, the captain of the Emily Farnham not wishing to incur the expense and delay of fulfilling his part of the contract, shipped his passengers in Astoria. Suit was brought against the vessel by the passengers. She was boarded by two officers at Astoria, for the purpose of detaining her until there might be a hearing had on the subject.

The captain having in the mean time obtained loading and supplies, water and provisions, the latter of which he *forgot* to pay for, and is yet due the merchants at Astoria; the anchor was hoisted, and she was put to sea, carrying with her the two officers already named. Some six or eight persons attempted to board her in the capacity of officers, but were foiled in the attempt by the ladder being cut away. She dropped down below the town a little out of the range of the guns and anchored till morning, when she put to sea without her clearance, with the officers still on board."

The weather in Oregon is represented to be unusually mild and pleasant.

The larger portion of the steamer Gold Hunter has been purchased by citizens of Portland, and is to be run hereafter regularly twice a month between that place and San Francisco. Capt. T. A. Hall, late of the bark Ocean Bird, of this town, has gone out as her commander.

Something like twenty residences have been commenced, and many of them completed, in this village, since the first number of ours was issued.

Capt. M. Simmons of Olympia, near Puget's Sound, called on us the other day. He says the report of coal having been found in the neighborhood is true; and an excellent article it is for all the purposes for which coal is used. [Western Star.

Snow fell to the depth of two or three inches, in this vicinity, on Thursday night. For several nights previous, the weather had been freezing cold—ice forming an inch thick. A friend at our elbow states that we experienced as cold weather last week, as he ever had known in Oregon, since his arrival here in 1847. Snow sometimes falls to the depth of a foot or more, in this region, but it rarely remains more than one or two days. Grasses for stock remain beautifully green and fresh all the winter. [Star, Dec. 12.

There is no book so cheap as a newspaper; none so interesting, because it consists of a variety, measured out in suitable portions as to time and quality. Being new every day or week, it invites to habits of reading, and affords an easy way of acquiring knowledge so essential to the individual and community.

Perlet, the prince of Parisian actors, died at Paris on the 20th ult. at the age of fifty-six, after a long illness.

DANCING ACADEMIES.

DANCING ACADEMY.

MR. P. CLISSEY respectfully informs the ladies and Gentlemen of New Orleans that his Dancing Academy will be opened on MONDAY next, Nov. 4, at No. 5 Carondelet street, between Common and Canal streets, where he will teach all the most fashionable Dances now in vogue, such as the following:

French Quadrilles,
Valse a Deux Temps, Polka a Mazourka,
Valse a Trois Temps, German Polka Waltz,
Polka du Salon, La Redowa,
The Scottish Polka.

Mr. C. will teach these fashionable Dances to ladies and gentlemen in a course of fifteen lessons.

☞ Private Classes for ladies and gentlemen from 9 till 2 o'clock every day.

☞ Class for Children from 3 o'clock till dark on MONDAYS and THURSDAYS.

☞ Class for gentlemen from half-past 6 till 10, every night.
New Orleans, Nov. 2, 1850. n3 3m 1mW

DANCING ACADEMY.

MADAME LEISE respectfully informs her friends and the public generally, that in consequence of the continued application of pupils for admission in her school, she has been obliged to remove her class from Josephine street, Lafayette, to the large and spacious Saloon on the corner of Bayou and Polymnia streets, nearly opposite the Horse Station, where she hopes for the continued patronage of her friends. All the newest Dances of the season taught as usual. Days of tuition as follows: Children's Class, MONDAYS, WEDNESDAYS and FRIDAYS, from half past 3 till dark. Ladies' Class, TUESDAYS, THURSDAYS and SATURDAYS, from 10 to 12 A. M. Gentlemen's Class on MONDAY, WEDNESDAY and F