Amusements—This Evening.

ST. CHARLES THEATRE.—Your Life's in Danger—Nicodemus—Bedouin Arabs—Tight Rope Exercises.

PLACIDE'S VARIETIES.—The Miller's Wife—The Island of Jewels.

Auction Sales—This Day.

SYKES, HYDE & CO. will sell at half-past 9 o'clock, at No. 81 Magazine street—Irish Potter and Ale, at 11 o'clock, on Front Levee, between Bienville and Conti streets—Family Grocery and Liquor Store.....At half-past 10, at 81 Magazine street—Groceries, Provisions and Liquors.

WM. P. SCOTT will sell, at half past 10 o'clock, at No. 57 Camp street—Furniture.

J. B. BLACHE & CO. will sell at 10 o'clock, at 77 Chartres street—Clothing, Hats and Shirts.

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

S. of T.—Meetings This Evening.

WASHINGTON FOUNDERY, No. 1, at Crystal Fount Hall, 121 Tchoupitoulas street, at 8 o'clock.

PEARL DIVISION, No. 5, at the new Temperance Hall, 95 Camp street, at 8 o'clock.

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

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

The Daily Crescent.

OFFICIAL JOURNAL
of the Second Municipality.

NEW ORLEANS:

SATURDAY MORNING, APRIL 19, 1851.

See First and Fourth Pages.

☞ Mr. S. C. MARTIN is our Travelling Agent for Mississippi.

☞ The Members of the Bar are requested to meet at the Supreme Court room, THIS MORNING, at 11 o'clock, to pay respect to the memory of Judge BULLARD.

THE RAILROAD CONVENTION.—The delegates will assemble punctually at eleven o'clock, this forenoon. The business of this day's session will be of the utmost importance.

We are indebted to the steamer Bride for late river papers.

The Algiers Races commence to-day. The ferry boats run so frequently, that there is no difficulty in crossing at any moment. The great convenience of this truck makes it very popular.

We understand that Doctor Simonds will read a paper on the health of New Orleans, this evening, before the Physico-Medical Society, at the Medical College. Dr. S. is known to have devoted much attention to the subject of vital statistics, and has published several interesting communications on the same. We have no doubt those who attend will derive much valuable information—worthy the attention of others, as well as medical men.

PARDIE.—The celebrated castatrice gave a Concert at Macon, where she has been detained, owing to the sickness of her brother. It was eminently successful, all the tickets having been sold an hour after the office was opened, and were resold in the evening by speculators at high premiums.

SALE OF CLOTHING, ETC.—J. B. Blache & Co. will sell this day, at 10 o'clock, at their auction rooms, 77 Chartres street, 300 lots of Clothing, Hats, Shirts, Umbrellas, etc. etc. The attention of the trade is called to said sale, which will take place, without reserve.

FOR HAVANA.—The steamship Monmouth, Captain J. R. Swift, leaves for Havana this morning at eight o'clock, from St. Louis street wharf. The Monmouth is a fine boat. Captain Swift has been favorably known here, for years, as a gentlemanly and efficient commander, and we predict for the passengers an expeditious and pleasant trip.

COTTON.—No intelligence of any effect produced on our domestic markets by the arrival of the steamship America has yet come to hand.

THE GRAND GULF CONFLAGRATION.—Captain Leathers, of the steamer Natchez No. 2, informs us that by the very great exertions of the citizens of Grand Gulf and Claiborne county, the fire was extinguished with much less loss than there was for some time, too much reason to fear. At the outbreak of the fire, a strong wind was blowing towards the river, in such a direction that the citizens were able to save the most compact portion of the city. The whole street in which the fire originated is consumed. The principal loss was sustained in the warehouse of Mr. Holloway. This awful fire must have proved a blight to many of the honest and poorer citizens of Grand Gulf, but their lot is fortunately among the generous people of *Old Claiborne.*

Passengers are now ticketed through from Cincinnati to Buffalo, via Cleveland, for $10.

THE MILLAUDON CREVASSE.—Recent favorable accounts of the tendency of the river sweeping through the lowlands, seemed to have produced the impression very generally that the season for crevasses was over for the present. The large crevasse that occurred at Millaudon's plantation, just above us, on Wednesday night, raised new alarms, and gave rise to many new inquiries therefore. The crevasse is a fearful one, but its course was opposed with much promptness—*in a few days we hope to be able to say, with efficiency.*

The report of the remarks made by Mr. Gribble of this city, in the Railroad Convention, on Thursday, contained an important error in the statistical contrasts presented by that gentleman. The report has been rectified for our weekly issue, this morning.

Mr. Gribble supported the majority report: he was willing to accept the resolution, appended as a substitute, for those offered by him, and referred to the committee. He argued unanimity, and hoped that, as the attention of half of the Union was directed to the action of this Convention, and the Representatives of New Orleans was involved in it, that it would not fail to accomplish the great object for which it was convened.

He showed from statistical data, that for ten years, up to 1848, the imports of foreign merchandize into New Orleans had fallen off—those of the last five years being 3,000,000 less than the preceding. At the same time, the imports of Charleston had increased sixty per cent in three years; that the imports of New York had increased to $5,000,000, while ours would not average 2,000,000.

Our export trade would never make us rich, such as it now is; we must, by the construction of highways for commerce, offer every facility for the development of the resources of the great Mississippi valley, and make them tributary to New Orleans. If we would do this, in twenty-five years New Orleans would outstrip New York.

By affording these facilities, the Atlantic cities had increased their commerce with the West ten-fold in fifteen years. He continued to speak up to the time allowed him by the rules of the Convention.

We cannot better endorse the very pertinent remarks made by our contemporary of the Daily Delta, than by quoting in his own language, "*verbatim et literatim*," his notice of a communication from a *celebrated member of the medical faculty*, in relation to the subject of Hernia, and of the excellence and superiority of "Sherman's Patent Truss" over all others known to exist, or to be in use, at this period of the world's progress:

Constrained by a sense of duty as journalists, we give place in this day's paper to a communication from a celebrated member of the medical faculty, in which he confirms the superiority of Dr. Sherman's Truss over all others, and justly alludes to his ability and success in the treatment of ruptures. It requires, in our judgment, more skill to properly adjust a truss than it does to set and bandage a broken leg—infinitely more; for in the half treatment of both cases, one disappears only, while the other hourly exposes life to all the pains of strangulation.

Edit. Delta—My attention was called, a few days since, to a letter addressed to Dr. Sherman, signed "Sanitas, on the subject of *Hernia*. Surely, gentlemen, there is no principle in *Surgery* and *Anatomy* that has given more *solicitude* to the medical family than this identical *disease or infirmity*, called Hernia, or, as the ancients would call it —bubo; but enough, apart from the profession, not to make the subject obnoxious to those suffering from its effects.

In my practice of 25 years, in this and other cities of the Union, and of Europe, I know no branch of surgery, as expressed before, more deserving the attention, both of surgeons and medical men, than this appalling complaint to the human family.

That Dr. Sherman should have succeeded—as indubitably he has, in many instances—is enough to entitle him to the thanks and gratitude of mankind.

Having examined most *attentively* and *minutely* "Sherman's *Patent Truss*," I am brought to confess, upon comparison with all other trusses extant, either in America or Europe, as far as comes to my knowledge, that it is the greatest "desideratum" that has been invented, thus far, to cure this distressing affliction.

Dr. Sherman seems to have forced himself to a *study* and *success* almost infallible in this hitherto *incurable disease.*

New Orleans, April 5, 1851. E. P. L., M. D.

We refer our readers to the importance of the subject, as treated of by the communicant himself, in which we not only concur ourselves, but seriously call the attention of all those afflicted, to the fact, the *radical* cure, which, without loss of time, may now be effected by calling upon Dr. Sherman.

Telegraphed to the "Crescent."

VICKSBURG, April 18, 8 P. M.

The following steamboats passed this place today, on their way to New Orleans:

St. Louis, 3 A. M.
Empire State, 4 P. M.
Bulletin No. 2, 12 M.
Steamship Cincinnatus, at 1 P. M.
Bunker Hill, 2 P. M.
New Latona, 3½ P. M.

FLOOD.—The Tuscaloosa Monitor of the 10th inst. says: Since the early settlement upon its banks, there has probably never been so sudden and rapid a rise in the Warrior River as that which occurred during the present week. On Monday night, the rise was about twenty-six feet in twelve hours, and on Tuesday the river had reached a height only a foot and a half lower than the great freshet in February. Our river planters will, of course, suffer severely. Most of them had prepared their lands for planting, and the newly ploughed grounds must have been badly injured, wherever the river made a current over them. The middle of May will probable find the most of them in a worse condition for a new crop than they were in the first of April.

Obituary.

A sense of duty, heightened by personal friendship, leads us to attempt a brief sketch of HENRY ADAMS BULLARD, whose death we recorded yesterday. He was born in Groton, Massachusetts—of which town his father was the minister—on September 9th, 1788. On the mother's side, he was closely connected with the distinguished family, whose name he bears. He was educated at Harvard University, and graduated in the class of 1807, at the age of nineteen. At the time, French was the only modern language taught in that institution. But while he pursued his law studies, both in Boston and Philadelphia, he acquired the Spanish, Italian and German, all of which he critically understood and appreciated. It is only a few months since, we found him and his son reading Mifflin's Tasso, with the original, and heard from his "unpremeditated talk," an essay on the "Jerusalem," which would have furnished a professional lecturer with an evening's dissertation.

In Philadelphia, the acquaintances formed through his knowledge of the Spanish, brought him in contact with Gen. Toledo, who was organizing an expedition to revolutionize New Mexico. Judge Bullard, then just admitted to the Bar, joined him as an Aid and Military Secretary, and proceeded with him to Nashville, where he passed the winter of 1812. The following spring, he accompanied Gen. Toledo, and the recruits, to Natchitoches, which was the starting point. They entered the Mexican territory and found the people already in arms, and the royal troops driven out of what now constitutes Texas, except the force in San Antonio; but these retired at the approach of the Republicans. Here they remained several weeks, until the Spanish General, having concentrated an overwhelming force, defeated the Republicans in a pitched battle, and scattered their forces in every direction. Judge Bullard was mounted, and with one or two companions, managed to reach the American settlements, after suffering severe hardships. When he entered Natchitoches he was ragged, sick—broken down by fatigue and privation, and, worse than all, penniless. Here he opened an office, and commenced the practice of his profession. Natchitoches, in point of age, is second to New Orleans, and at that time, was second in importance. It was the trading post for the Indians and Mexicans within an extensive circuit. The great raft prevented all intercourse by river above, and it was virtually the head of navigation on Red River.

The removal of the raft, the purchase of the Indian lands, and the removal of the Indians—the introduction of steamboats, and the facility of communication with New Orleans, all have tended to the decline of the ancient town. At that period, a practicing lawyer of the Western District, was compelled to ride a circuit, embracing Opelousas, Avoyelles, Alexandria, Natchitoches, Ouachita and Concordia, a distance of three hundred miles. The practice was lucrative, and the bar numbered more talent and learning, than at any subsequent period. The names of Wilson, Johnston, Brent, Porter, Bowen, Bronson, Thomas, and Bullard, would have done honor to any bar. Of these, General Isaac Thomas, alone remains at the bar—himself and Mr. Bronson alone survive. It was a life of great physical hardship, yet one of much enjoyment.

Some years since, we rode from Natchez to Alexandria with Judge Bullard and Gen. Thomas. It was a region over which, some thirty years before, they had travelled twice a year. Scarcely a spring or brook was passed, which did not call up some interesting reminiscence, and they lived over again, the scenes of their active and adventurous youth; and the younger men, who accompanied them, almost regretted, that they, too, had not lived in those days of freedom, and manly exercise.

In 1822, Judge Bullard went upon the District Court Bench, and performed its duties for several years, when he resigned; but, after a year or two, returned. In 1831, he was elected to Congress, from the Western District, and re-elected the next term. In 1834, he was elevated to the Supreme Bench, taking the place of Judge Porter, who went into the Senate of the United States. In Congress, Judge Bullard was not among the debaters. He spoke occasionally, on great questions, and after careful preparation. His most elaborate speech, was on the Tariff bill, in 1832. We shall close this article with its peroration.

He remained on the Supreme Bench from 1834 till 1846, with the exception of a few months in '39, when he filled the office of Secretary of State, and resumed the practice of his profession. Under the Constitution of '45, a new Judiciary was created, and not one of the members of the Supreme Court retained. He returned to the practice in this city, and was retained in much of the important litigation of the State. His decisions are models of judicial rhetoric; brief, perspicuous, and pointed. As a writer, Judge Bullard had few equals; he wrote without effort, yet with a critical accuracy that defied correction. As a speaker, he had the advantage of a face of extreme beauty, which the ravages of excruciating disease for twenty-five years, did not destroy, a speaking eye, and a musical voice. But his command of language was not copious, and though he always used the aptest words, he sometimes hesitated in selecting them. When, however, excited, he spoke with feeling, force, and eloquence. His last public speech in New Orleans, was at the Bar meeting, called together by the death of Mr. Prentiss. He then spoke with much emotion, and pronounced one of the most beautiful eulogies in the language. On that mournful occasion, he thus spoke of himself:

"Who would have thought that I, whose career is ended—that I, whose sands are fast dropping away—that I, with my age and pleys-ad infirmities—I, whose children no longer require a father's solicitude, should have survived to pay the tenderest tribute to his memory; while he, the young, the noble-hearted, the gifted—in the fullness of his fame and usefulness—sinks into an early grave, and leaves behind him a youthful and close wife, and four orphan children, to weep for his loss. How inscrutable are the ways of Providence!"

Among the many noble traits of his character, on which his friends will love to dwell, was his interest in the younger members of the Bar. We remember well the embarrassment with which, an unknown young lawyer, from the woods, we first appeared before that awful body, the Supreme Court, and we can never forget the kindness of his manner, the considerate attention which he bestowed on the obscure advocate, at once restoring confidence and winning gratitude. Such, too, was the remark of other young men, under the same trying circumstances; and even when suffering the torments of the gout, we never knew him to show any ill feeling to the younger and humbler members of the Bar. He kept up to the last his habit of general reading, and was familiar with all the best authors, of all languages. His conversation was that of a full man, without the slightest approach to pedantry. It may well be said of him, that

"He was a scholar, and a wise and good one;
Exceeding wise, fair spoken, and persuading."

He delivered many lectures and addresses before the literary societies of this city, which might be well compared with similar productions of men who make literature a profession. In 1847, he was appointed Professor of the Civil Law in the Law School of Louisiana, and delivered two courses of lectures. In 1850, he was elected to fill a vacancy in the State Legislature, and a few weeks after was elected to fill the vacancy in the Second Congressional District, occasioned by the entrance of Mr. C. M. Conrad into the Cabinet. Judge Bullard thus returned to Congress, after an absence of sixteen years. He found but few of his old friends in either House. He did not speak during the short session, though we know it had been his wish to do so on the California Bills. His thorough knowledge of the Spanish laws, and their system of land titles, would have enabled him to give Congress much valuable information, which is now lost. During the session, he argued several cases in the Supreme Court, and was treated with marked attention by that talented and learned Bench.

His health during the winter was remarkably good, and the cold, dry climate braced his constitution. But he imprudently returned home by the Southern route, and the fatigue and exposure of the journey, completely prostrated him. He lingered for three weeks, and died at last from the gout in the stomach. His funeral was attended by a large number of the Bar, the Judges of the Supreme Court, and many of the most prominent citizens.

In addition, sir, to these arguments against any reduction of the duty on sugar, and hazarding, if not the existence, the existence at least, of this great national interest, considered merely as such, there are other considerations which I formed part of a territory acquired from a foreign power. The culture of the cane existed at that time, and was produced by the colonial policy of Spain. It had been introduced by the Jesuits; and by the gradual accumulation of the cane, it had become firmly established, though perhaps not very productive, but it existed. That is not all. The very land which they cultivated had been reclaimed, by the persevering labor of the ancient inhabitants of the province, from the annual overflow of the Mississippi. Yes, sir, a swamp, which nature seemed to have destined for the perpetual haunt of reptiles, had been literally conquered from the dominion of that great tyrant of Western streams. The artificial embankments, erected with as much labor, and maintained to this hour at such enormous expense—those embankments which yet protect that great conquest, are among the most striking monuments of human enterprise and perseverance. They strike every stranger with admiration, and are excelled only by the mighty bulwarks of Holland, which hold the ocean at bay. I wish to God that any gentleman whose now hears me, and who may be inclined by his voice to propagate this great interest, could accompany me at this season of the year, sir, the middle of June, to that part of Lower Louisiana. Come down, on the highest flood of that majestic river, on the deck of one of these moving miracles of art, what a spectacle would he behold! That mighty stream subdued and hemmed in, yet rushing over those embankments with envy on his last domain. On the right and on the left, as far as the eye can reach, above and below, are stretched out those extensive fields far below the level of the river, and waving in all the rich, rank luxuriance of the tropics. A sudden change of policy might blast the lovely landscape before you, and you might as well order out the million of Goths to dig down that levee, and restore those fair fields to their native morass.

But, sir, there is still another consideration, which you ought not to disregard, in your deliberations as to what extent of protection you are willing still to hold out to the peculiar interest of Louisiana. When you acquired that province from a foreign power, you acquired by purchase not only the free navigation of her rivers, but the public works and armament, and an immense extent of unappropriated domain, that has ever since been held by the Union, as the inalienable allegiance of its ancient population. That allegiance, sir, was the spontaneous offering of generous and loyal hearts. The inhabitants of the canal country were weary of being treated as a mere make-weight in European diplomacy—of being thrown, first into one scale, and then into the other, to adjust the balance of treaties in which they had not the slightest interest; and they rejoiced when their country became an integral part of this great and flourishing Republic. They considered their destiny, and that of their children, as bound fully fixed. They rejoiced that at last they would enjoy the protection of just and equal laws—laws which, so far as related to them, would, if not favor, at least protect their interests; a steady system of popular legislation, looking to the interests of all, and of every part. They exulted at the thought of becoming partakers of your renown. Sir, at the date of the treaty of cession, what was the amount of your national debt? Sixty, seventy, eighty millions? I ask for information. I have not recently examined it. (Mr. Adams replied, one hundred millions.) I am told, by a distinguished gentleman, it was a hundred millions of dollars. Now, sir, were the people of that province bound to pay any part of that debt—your revolutionary debt? And yet the first laws that reached her were your revenue system: the first institution of the Union on the Mississippi was the Custom-house. Yes, sir, the people of that country have contributed largely, by indirect taxation, to pay the price of your independence. The vacant lands which, according to the liberal policy of Spain towards this province, at least would have been gratuitously distributed to meet the wants of a growing population, have been brought under the hammer, and the proceeds applied to the extinguishment of your debt. I do not utter this in the tone of complaint; but I ask whether Louisiana is not, under all these circumstances, entitled, not merely to rigorous, calculating justice, but to liberal protection, in her most important, and, at this time, suffering interest.

There is one topic, Mr. Chairman, to which I did not intend to allude at all. I should have abstained from doing so, had it not been for the issue of some gentlemen who have preceded me in the debate. Little did I expect that, in the first six months of my public life, I should have heard, in this provincial country, in this Hall, from the Representatives of the people, the cry of disunion, secession, disunion. Little did I expect to hear the bold menace, that, unless you abandon your protective policy, the Union itself would be sacrificed. I have not, sir, been used to such language, nor response among the loyal people whom I have the honor to represent. They are determined to adhere to the Union, whatever may be their political opinions. They will acquiesce in the will of the majority. Though you may suddenly and improvidently change your policy—though that change may be fatal to the prosperity—yet will they cling to the Union as the last hope of permanent liberty and independence. I feel myself authorized to make this solemn declaration, in the name of the whole people of Louisiana. And, sir, I will go further, and tell you, let the original parties to this great confederacy regard it as they may, as relates to them—let them mutually menace a separation of the States—Louisiana claims, at the hands of you all, the blessings of this Federal Union, by virtue of a treaty stipulation; she holds your solemn guaranty, and demands it as her right. You cannot break up the Union without the deepest stain upon your national fair fame. But, sir, I hope for better things. I trust that this great question will be settled—that we shall be able to modify our system in such a way as to save all the great interests of the country from any essential sacrifice; and that the spirit of moderation and conciliation will prevail. But I cannot forbear reminding you again as relates to Louisiana, that while your policy heretofore has, as it were, thrown her beyond the tropics, any sudden change might drive her to the arctic circle.

RAIL-ROAD CONVENTION.

FRIDAY EVENING'S SESSION.

This deliberative assembly met yesterday afternoon at five o'clock, in the Lyceum Hall.

James Robb, Esq., took the Chair and called the meeting to order, after which he appointed the Hon. Joshua Baldwin to preside, while he retired to bring up the report of the Committee on Ways and Means.

The following motion was then offered by Mr. Baldwin:

Resolved, That five members be added to the Committee on Ways and Means, the same to be permanent, who shall have cognizance of, and take into consideration any thing appertaining to the Mobile and Jackson Railroad, or any other Railroad or public improvement connected with or tending to benefit New Orleans.

Judge Hall rose to amend the resolution, by adding that the committee be instructed to open correspondence with any committees which might be formed in Mississippi, or any of the neighboring States, for the purpose of furthering the scheme. He said he wished some action to be taken upon this subject, because he thought corresponding committees should be formed in different parts of the country through which the line is intended to pass. Many of the delegates had been obliged to return to their homes during that day, and he wanted something to be done before he retired himself, which would leave the people of Mississippi a means of correspondence, when this Convention had decided where they would strike the State line. He hoped that the Convention would call up the resolution of Mr. Marshall with regard to holding a Convention at Jackson, when the survey of the route in the State of Mississippi was made; for, at that time, if the Legislature had not that State carried out the course it was pursuing in 1836, much could be done for the benefit of the line at the other end. He hoped that the country committees would raise subscriptions, and that their correspondence with the standing committees would inspire them with confidence.

The resolution, as amended, was then adopted unanimously.

Mr. Bach, of Lafayette, handed up the following resolution, which was unanimously passed:

Resolved, That a committee of nine persons be appointed to take into consideration and report upon the various projects for railroads in the South and West, that may be submitted to this Convention. That the members interested in said projects be respectfully invited to lay their views before said committee for its action and report, and no action shall take place in such projects until said report shall have been made.

The Chairman of the Committee of Ways and Means then brought on the following report, which was read and received with loud and enthusiastic cheering:

Your Committee respectfully report that, while having well considered the required ways and means of constructing a railroad from the city of New Orleans to Jackson, Miss., we are almost awed by the lessons derived from past experience, to place but a limited reliance on the aid of voluntary subscriptions; and that our expedient other than the taxation of real estate, or employing the public credit, does not furnish any reasonable assurance of success.

Your committee are impressed most favorably with the plan adopted in other cities for raising money in aid of internal improvements, by taxation, and relieve it to be one that is best adapted to the present circumstances and condition of the inhabitants of New Orleans, and the adjoining parishes. The know of no other mode of raising revenue itself by arrangements more conclusive, and believe it only necessary to recite those most prominent, to secure the command of a large majority of the inhabitants of Louisiana, to the aid of its Legislature, in carrying this plan into execution. The arguments which your committee will briefly submit, are—First, that the property in question is one of the legitimate object of taxation for the purposes of internal improvement; that the taxation is equal in its operations on all citizens, who are able to contribute; that its execution does not diminish the value of the property of the citizens, but, according to all received experience, contributes immensely to enhancing its value; that it gives the taxpayer a common interest in the proposed improvement; That it invites a vigilant and active interest on the part of the entire property community in the success and progress of the undertaking; that it does not subject it to the invidious charge of monopoly, as there can be no monopoly where all participate equally; that it does away with a system of loans and credit always fruitful of mischief, and alike inimical to the public interests; that the policy of the plan is that of one entire cash system—and of necessity one of economy, and such as will best secure justice to all; and finally that it is a system of responsibility, and of moderation and conservative in its influence, and when in operation will impart to the part of enterprise, life and activity, which alone can redeem Louisiana and New Orleans from an inaction that threatens ruin to her best interests.

Your Committee, therefore, respectfully recommend to this Convention, to invite the Councils of New Orleans and Lafayette, and people of the parishes of Louisiana, to memorialize the Legislature to enact at their first session a General Law, providing that any parish city or town, may subscribe to any Railroad within the limits of the State of Louisiana, or such of the same, and to levy a tax on real estate, to be called the Railroad Tax, to cover the amount of any subscription so made (Provided, that no town, provided, however, that all taxes thus levied and collected, shall entitle the persons paying them to certificates of stock in the road so made, and that no subscription shall be made, or any tax levied, without the consent of a majority of the voters of the parish, city, or town.

Your Committee urge upon the Convention in the most respectful but earnest manner, the necessity of prompt and energetic action, in the behalf of the interests that have engaged their deliberations. JAS. ROBB, Chairman.

Committee Room, April 18, 1851.

The Chairman then handed up the following resolutions, which were read, and enthusiastically received:

1. That the New Orleans and Jackson Railroad, being a work immediately public in its character, and calculated to promote the general prosperity of the State, and especially enhance the value of the entire property situated on the line of the route, and in its terminus, justice requires that means for its construction be provided at the expense of all who are to share its benefits.

2. That until more mature deliberation shall have perfected a plan of organization for carrying out the entire completion of the project, it is expedient to confine the present action of this Convention to the adoption of such measures as shall secure the making of the Road to the State line, leaving for future consideration the expediency of consolidating the control of the route, and its terminus, in one company, and the State line to Jackson, Miss., or devising other means by which the two roads can be worked in union.

3. That in order to cover all contingencies, including the cost of locomotives, carriages, depots, etc., it is deemed that the capital of the company to be organized, consist of $1,000,000.

4. That a company be immediately formed, under the general corporation law of the State, with a capital of $1,500,000, divided into shares of $100 each.

5. That a memorial be presented to the Legislature of this State, praying the passage of an act providing substantially as follows, viz:

That the several Municipal Councils of the city of New Orleans, and the Police Juries of the respective Parishes situated on the line of the road, be empowered to levy a special tax on the real estate lying within their respective limits, to be called the New Orleans and Jackson Railroad tax; provided, that no ordinance thus passed shall be binding until approved by a majority of the legal voters of the county at a special election called for that purpose, and that the tax thus paid by any individual, shall entitle him to an equal amount of stock in the company.

6. That the Committee of Ways and Means be instructed by a future report, to declare the amount of subscriptions that ought to be contributed by the city of New Orleans, and the Parishes aforesaid, basing their report upon the official returns of the value of real estate.

7. That in the meantime voluntary subscriptions of individuals to the company be solicited on the entire line of the route, and that committees be appointed for each Parish for that purpose, with the under-lying, and condition, that any subscriber shall have the right of giving in the receipt for money paid by him to the company in satisfaction of any tax to be levied on him as above provided.

8. That the Committee of Ways and Means be instructed to prepare and print a detailed report, developing the principles contained in these resolutions, and carrying out the details of organization in conformity therewith.

James Robb, Esq., addressed the Convention, in support of these resolutions, in a speech which lasted for more than an hour. He traced the cause of the present depressed state of our city to bad legislation, but hoped that that Convention would be the sun from which it would date a return to energy, action and prosperity. We took a resolution report of his speech, which from its extreme length it is impossible for us to give in our paper of this morning, but we will publish it on Monday.

Mr J. P. Benjamin, at the call of the Convention, also addressed the meeting at great length, supporting each resolution separately. He did not intend to speak on topics other than those of a business character. He observed that it was a generally received maxim that every one ought to profit by his labor, and capital ought to contribute something in return for the rights it enjoyed, and perform its duties towards the public, especially in great works of improvement. He spoke of a great class of property holders, who were absentees, and said that many persons came to this city and did business, who lived at a hotel for fifty dollars a month, during the business season, and then went non swhere else to spend the money they had obtained. These, he thought, should assist in the work of improvement, and lend their aid to benefit the interests of the city. He spoke of the delegates present as coming there with their hearts in the work, but he hoped they would put their pockets to it as well, for that would be the best proof that their hearts were really with the Convention. He was greatly cheered at the conclusion of his speech.

Mr. Walters, of Holly Springs, Mississippi, briefly addressed the Convention, and said he was glad that he should be able to return to his constituents and inform them that New Orleans was energetic and active, and that her merchants were determined to go on in the great work of opening railway communications between the South and the North.

A delegate from Baton Rouge, said that he and several other gentlemen, had expended five years ago, one thousand dollars in railroad enterprise, near Baton Rouge, and that he thought it would be advisable to make the purchase—the allegiance of its ancient population. That allegiance, sir, was the spontaneous offering of generous and loyal hearts. The inhabitants of the canal country were weary of being treated as a mere make-weight in European diplomacy—of being thrown, first into one scale, and then into the other, to adjust the balance of treaties in which they had not the slightest interest; and they rejoiced when their country became an integral part of this great and flourishing Republic. They considered their destiny, and that of their children, as bound fully fixed. They rejoiced that at last they would enjoy the protection of just and equal laws—laws which, so far as related to them, would, if not favor, at least protect their interests; a steady system of popular legislation, looking to the interests of all, and of every part. They exulted at the thought of becoming partakers of your renown. Sir, at the date of the treaty of cession, what was the amount of your national debt? Sixty, seventy, eighty millions? I ask for information. I have not recently examined it. (Mr. Adams replied, one hundred millions.) I am told, by a distinguished gentleman, it was a hundred millions of dollars. Now, sir, were the people of that province bound to pay any part of that debt—your revolutionary debt? And yet the first laws that reached her were your revenue system: the first institution of the Union on the Mississippi was the Custom-house. Yes, sir, the people of that country have contributed largely, by indirect taxation, to pay the price of your independence. The vacant lands which, according to the liberal policy of Spain towards this province, at least would have been gratuitously distributed to meet the wants of a growing population, have been brought under the hammer, and the proceeds applied to the extinguishment of your debt. I do not utter this in the tone of complaint; but I ask whether Louisiana is not, under all these circumstances, entitled, not merely to rigorous, calculating justice, but to liberal protection, in her most important, and, at this time, suffering interest.

There is one topic, Mr. Chairman, to which I did not intend to allude at all. I should have abstained from doing so, had it not been for the issue of some gentlemen who have preceded me in the debate. Little did I expect that, in the first six months of my public life, I should have heard, in this provincial country, in this Hall, from the Representatives of the people, the cry of disunion, secession, disunion. Little did I expect to hear the bold menace, that, unless you abandon your protective policy, the Union itself would be sacrificed. I have not, sir, been used to such language nor response among the loyal people whom I have the honor to represent. They are determined to adhere to the Union, whatever may be their political opinions. They will acquiesce in the will of the majority. Though you may suddenly and improvidently change your policy—though that change may be fatal to the prosperity—yet will they cling to the Union as the last hope of permanent liberty and independence. I feel myself authorized to make this solemn declaration, in the name of the whole people of Louisiana. And, sir, I will go further, and tell you, let the original parties to this great confederacy regard it as they may, as relates to them—let them mutually menace a separation of the States—Louisiana claims, at the hands of you all, the blessings of this Federal Union, by virtue of a treaty stipulation; she holds your solemn guaranty, and demands it as her right. You cannot break up the Union without the deepest stain upon your national fair fame. But, sir, I hope for better things. I trust that this great question will be settled—that we shall be able to modify our system in such a way as to save all the great interests of the country from any essential sacrifice; and that the spirit of moderation and conciliation will prevail. But I cannot forbear reminding you again as relates to Louisiana, that while your policy heretofore has, as it were, thrown her beyond the tropics, any sudden change might drive her to the arctic circle.

Meeting of the Friends of the Jackson, Madisonville and New Orleans Railroad.

The friends of the above line of Railway met at eleven o'clock, yesterday morning in the United States Circuit Court, at the Second Municipality Hall.

From fifty to sixty persons were present at the commencement of the proceedings, consisting mostly of those delegates who withdrew from the General Railroad Convention on the previous evening.

Alfred Hennen, Esq., was appointed President, and Mr. Henry B. Kelly was chosen as Secretary to the meeting.

On motion, permission was given to Captain Warren A. Grice to read the report of the Surveyor of the route between Madisonville and the Louisiana State line, and also a report of the navigation of Pontchartrain Lake and the River Chefuncti, up to the town of Madisonville.

Captain Grice then read a lengthy report.

Lieutenant Smith said he felt more at home to-day than he did yesterday; for, after watching the proceedings of the Convention, he knew that the Madisonville route had but little chance. They saw that the Convention was governed by one set of men, who were opposed to the Madisonville route, and they would never hear the sound of it again. He wished to do his business in connection with it, and then he should leave it forever. He was not individually interested in the route, but he was interested for New Orleans.

He wished to tell his views to the Convention, but it would not have been although they were upon a great question, and he came there that day for that meeting to hear him state his views, which he would do, although but few were present. He wished to speak of a direct route, because he wanted to show from what point New Orleans could do the most business—because he wanted to show that her gain or loss depended on the Madisonville route; and because he wanted to show that in their gain they had only one chance.

He then read a paragraph from DeBow's Review, to show that Charleston could not compete with New Orleans at Nashville, and that cotton would not go, against the current, up the Chattanooga River, when it could come down the river and over the railway to New Orleans. He said that we should open a communication with New York, for we could not draw trade from there, because there was no rivalry between New Orleans and New York; and by the Madisonville route, which was the most direct, New York would be reached in three days, at an average rate of twenty miles per hour. He labored to prove that the line of railroad would be best secured by the Madisonville route, and that it would secure a large passenger trade from the East and Northeast, by way of New Orleans, to Panama and the Pacific ports. If Mobile completed her road to Chicago, she would have the travel of the United States, providing that New Orleans built the road by the river route to Jackson; but if the Madisonville route was built, it would compete with Mobile, Charleston and Memphis, and keep up New Orleans. He then went into the particularities of the steamboat part of the line, and showed that they could do more business by this route than by the antagonistic one. He proposed to charge forty cents for crossing the Lake, and with a moderate average charge for freights and passengers, the road would pay. He said that New Orleans would gain nothing by losing the trade and travel of Tennessee, Kentucky and North Mississippi, and this she would do if she built her river route road. That road, for twenty-five miles, would not bring one dollar more to New Orleans, because the river secured it, and then, as the Madisonville route was forty-six miles nearer, it would be built with less expense. This route was so advantageous, and so desirable, that he thought some powerful local interest had been exerted to divert the road from its legitimate and proper course, but he hoped that those here present would go on, and build their road against all obstacles.

Captain Grice then moved the following resolution, which was passed unanimously:

Resolved. That the able report of Lieut. H. L. Smith be adopted as a comprehensive and full illustration of the superiority of the Madisonville route for a railroad to Jackson, Mississippi, and that one thousand copies of the same be printed in pamphlet form, for general circulation.

Mr Hughes begged to be allowed to propose a resolution, with regard to raising funds for proceeding with the railroad by way of Madisonville. Lists had been prepared for receiving subscriptions, and the friends of the road in New Orleans had already subscribed $50,000, which they promised to double, should the delegates from the country be able to obtain subscriptions sufficient to justify the prosecution of the work. He would propose the following resolution:

Resolved, That the St. Tammany and Jackson delegation be, respectively, requested to appoint committees to communicate with the New Orleans subscribers to the Jackson, Madisonville and New Orleans Railroad, as to the best mode of filling up their several subscription lists, and furnishing a requisite quota for the building of the road forthwith.

Passed unanimously.

Captain Grice desired the appointment of a committee of gentlemen from the present meeting, to consider the best plan of organization for the general business of the line, such committee to be appointed by the Chairman, and to report at an adjourned meeting to be held in the First Municipality, at the earliest possible period. He proposed the following resolution, which was carried without a dissenient:

Resolved, That the President of this meeting appoint a Committee of Fifteen to report upon general subjects affecting the interest of the New Orleans and Jackson Railroad, via Madisonville, and that they report at an adjourned meeting, to be held at the St. Louis Exchange, on Wednesday Evening, March 23, at 7 o'clock.

The Chairman appointed the following gentlemen on the Committee of Business:

First Municipality—Wm. Massey, N. Vignie.
Second Municipality—N. R. Jennings, R. S. Slatter.
Third Municipality—Alexander Lessips, P. G. Collins, G. DeFornet, C. U. Claiborne, L. Pilgram, L. F. Audry, P. A. Flanders, Mr. LeBeau, Mr. D'Hemecourt.
St. Tammany—Jonas Gaslin, William T. Hepp, W. A. Grice, Thomas B. Harper.
Pike County, Miss—William Elsey, Ross Elsey.
Lawrence County, Miss—A. L. Smith, John Dickerson.

On motion, Alfred Hennen, Esq. was added to this committee.

A conversation took place upon the propriety of the report of the above committee having the sanction of the St. Tammany and Mississippi delegation, and it was arranged that the committee should sit immediately after the close of the meeting, and draw up a series of resolutions for the approval of the gentlemen from the country, and that such resolutions should form the basis of the report to be presented at the adjourned meeting.

The delegates then adjourned after being in session for about three hours.

Memphis and Nashville Railroad.

At the evening session of the Railway Convention on Thursday, the following paper, written by Mr. Hewson, of Memphis, the projector of the above line of Railway, was read by Mr. DeBow, of Lafayette:

MR. PRESIDENT AND GENTLEMEN—I beg leave to address you on the part of the delegation from Memphis. It has been said in the Convention that our city is in no wise concerned in the Jackson road, or in any other road running out of New Orleans. This, with great respect, seems a very short-sighted view of the case. The instructions of the Memphis delegation, and my own individual conventions, declare the contrary proposition to be the fact; and this fact constitutes the strong ground on which our delegation claims the right to sit in this Convention.

New Orleans is, and in defiance of every circumstance must be, the great exchange-point for the trade between Memphis and markets beyond sea, whether those markets lie as at present in Europe, or as they will, by and bye, lie in Asia. Will it be said, under such circumstances, that we are not concerned in the prosperity of New Orleans? Will it be said that we are not concerned in maintaining New Orleans as a great resort of commerce—a city of cheap freights and high prices? I should think not, sir, seeing that those same freights are paid out of our produce, and seeing that those same prices are the measure of our profits. Are we not then deeply, very deeply, concerned in maintaining the commercial greatness of New Orleans? If her commerce pass away to a rival, are not we of Memphis losers to the extent of the consequent rise in freights and the consequent fall in prices? On the part of our constituents, we repeat, therefore, and cannot too bright of our deep concern in the prosperity of New Orleans.

This Convention has not here for