The Daily Crescent.

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THE WIFE TO HER DYING HUSBAND.

I have loved thee in thy beauty,
Thy glory and thy power—
And shall I now desert thee
In the sorrow-stricken hour?
There is no hand, save mine, to wipe
The death-damps from thy brow;
Oh! false as thou hast been to me,
I will not leave thee now.

Thy friends and boon companions—
The gallant and the gay—
Thy lovely and beloved ones,
Look round thee—where are they?
No trusted friend is near thee now;
No gentle love appears,
They hang o'er thy death-swimming eyes,
And bathe them with their tears.

And I alone return at last,
My right in thee to claim—
I, with my sad and broken heart;
My blighted hopes and name;
I, with my love, which strong as death—
Alike in good and ill,
Have clung to thee in scorn and shame,
Unchanged, unchanging still.

But I come not to reproach thee—
(Ah! would I came to save!)
I can but smooth the rugged path
That leads thee to thy grave;
But sit forever at thy feet,
Weeping in hopeless wo,
Ah, best beloved, would for thee
Mine own heart's blood might flow.

I have loved thee in thy glory,
Thy beauty and thy power,
And I will not now desert thee
In thy sorrow-stricken hour.
There is no hand, save mine, to wipe
The death-damps from thy brow;
Oh! dearest to my heart and soul,
I will not leave thee now.

SPEECH
OF
JAMES ROBB, ESQ.
AT THE
RAILROAD CONVENTION,

Held in New Orleans, Friday, April 18, 1851.

The following is a verbatim report of the speech of the President of the Convention, taken expressly for publication in the Crescent:

JAMES ROBB, ESQ., rose to address the Convention, and was received with enthusiastic cheering. He said that he rose with unaffected emotion, to speak upon a question of great importance, a question which was acknowledged on all hands to be of deep interest to New Orleans. He came to that Convention as a citizen, as one who felt the deepest interest in the fame, in the welfare, and in the prosperity of the Queen City of the South. He came there to consult in harmony, but yet to make statements of truth. There were many things which belonged to this city, which were not understood, either by the majority of the citizens themselves, or by those living in the State, or in the sister States on its border. In his remarks, he should have to refer to the laying of a special tax upon real property in this State, which he considered would be the only plan whereby they could effect their object, for past experience had proved that all voluntary subscriptions for great public improvements had failed. He was aware that the elements and the relations of property had not hitherto been fairly considered, but he hoped that from the present time, they would date an era that had aroused them to action, inspired them with energy, to retrieve that trade which they had lost, not only abroad, but at home. Why, he would ask, was New Orleans so heavily taxed, why was it without public credit, why those immense local resources which other cities enjoyed, and which they ought to enjoy, as well as any other city? (Cheers.) The cause was obvious; they were laboring under four different species of debt. They had three millions of debt upon the city before it was divided, which was one source of their depression, and they had nothing to show for that debt. The Municipality had better credit than the other two, for sometimes it pays and sometimes it does not; the First Municipality was more uncertain, and the Third could not pay at all. And in what position was their public credit? Why was it lost? for when the creditor presented to the Mayor his dividend warrants, he gave a warrant upon the City Treasurer made payable twelve months after date. This question was one of great importance, and he was sorry that he was obliged to make this statement before so great an assembly. What could a State be worth, or what could a community expect to receive, without public credit? What, Mr. Chairman, if you were deficient in reputation, would your credit be worth? Why, without these good qualities you would not be entitled to public confidence.

We depended more or less upon public opinion, and it was useless to say that we could proper unless we had public credit abroad. He was a strong advocate for the plan of taxing the real estate, but it would be necessary to notice two classes of the people whom it was proposed to tax. He wished to correct an impression that was abroad in the country, and which was alluded to on the previous day by his excellent friend, Mr. Walker, whose acquaintance he was happy to make, in respect to the merchants of New Orleans. He knew that gentleman's sentiments were creditable to him, and he hoped that he would take a just estimate of the merchants of this city when he was informed of the facts he was about to relate. He proposed to select two classes, the first of which were the large property owners, who enjoyed princely fortunes, and lived at their ease; and the next was the merchant who toiled hard to develop trade and extend the commerce of the city. I propose to distinguish them, and to show that the only way to carry out any large public undertaking or extensive internal improvement, is to tax them by an appeal to the great voice of the people, (cheers.) He had never appeared prominently in public, but had mostly moved in the capacity of a private citizen. But he would now begin to move. He would support opinions in favor of taxing the broad capital contained in those resolutions, and he would carry them by ten to one, and to make this great internal improvement, he would raise the money by that tax. (Great cheers.) He trusted that his enthusiasm would animate all who were present, and that the spirit shown in that Convention would put life into the people, and make them, without hesitation, raise the funds to carry the work through. If the people would come forward with their subscriptions, the merchants of New Orleans would do their duty with regard to the formation of that railroad. In what way did the merchants employ their capital? Why, for the benefit of the people up the country, and they got the advantage both of their capital and their credit. How was it possible that this class of men could be charged with being deficient in liberality, or with not paying their full share to any movement which was to benefit the community? why, they would lose their credit and reputation, if they did not pay their share to every public work of utility. Those very merchants had to pay for those taxes, and to support those who lived on the spoil, who enjoyed princely fortunes and emoluments, and they had to pay the high rents and the heavy taxes which supported their wealth. He came there to vindicate this injured class of citizens, and he sympathised with them, for he believed no class of men had a greater cause to complain than the merchants of this city.

They had another class of persons in the city to whom he would allude, and they were those who possessed large estates. Within the last twelve months, three individuals had died, leaving over four millions of dollars. Those men were of that class, and acted with that class who had opposed internal improvements, and the advancement of the State. He had in his eye an eminent friend, who had remarked within the last twenty-four hours, that the honest laborer who had performed daily service within the limits of the State, had rendered more service to it than all these men. He was as much in the pursuit of wealth as any man in that Convention, and he did not grumble at men for obtaining wealth, but he thought that those who had wealth were bound to contribute their share to great public works—that those who basked under the genial sun of the South, and were protected by the laws, were bound to aid in great improvements which were started for the object of preserving and saving the State.

Mr. President, it is not the merchants alone to whom an appeal must be made in behalf of that undertaking. There are others to whom this appeal must be made; and he was of opinion that if the people of Louisiana took their proper position, and obtained the advantages to which they were entitled, the real estate of the community should be taxed to prosecute this work. With regard to capital, what was the present position of Louisiana? Why, it was prostrate for the want of public confidence. From 1826 to 1829, great distress sprung up amongst the public banks, and every one would remember what, at that time, was called the bank disease. These banks had worked the destruction of themselves and of the public at large, and the injury done to public credit was immense in its extent. When the great mass of the people saw the evil which arose from the banking system of that date, a convention of the State was called for the purpose of revising the Constitution, and the people of the State, to prevent the recurrence of similar calamities, engrafted a law upon the statute book, that no further banking institutions should be established in the State. Well, that was as far as they could go, but what was the result? Louisiana was a State which could be cultivated and improved, and the policy of her people should be such as would favor the location of emigrants in her midst, attract capital to her borders, and by a great circulation of specie, give freedom to trade and individual enterprise. But what effect did that act of legislation produce? Why, it made banking a monopoly, and the closest in the world. He saw its daily operation upon the vitality, the prosperity and the welfare of the State, and he lamented its fearful consequences. From 1829 up to 1841, they will lose nine millions of capital by the action of the proceedings of that State Convention. By the City Bank they had lost two millions, and a great part of the stock of that bank was held out of the State, by persons who lived abroad, but who had located their money here for business purposes. This was all lost to New Orleans; she was deficient in credit. They would lose two millions by the Mechanics' and Traders' Bank, which expires in 1853, and both the Union Bank and the Citizens' Bank owed heavy debts, which were to be paid abroad. He would tell those gentlemen who were present is that Convention from the country, and from the neighboring States, these things, that when they went back to their constituents they might tell those facts—tell what had been done, and vindicate the merchants of New Orleans against the unfounded statements that are made against them, by telling what they will hereafter do. Those facts were such as could not be gainsaid. Louisiana and New Orleans had been deeply injured by the most mistaken legislation that ever was enacted.

What is the position of our city now on account of this mistaken policy, and with regard to these laws? Why, we have no charter under which we can organize a company to build the railroad, or whereby we can put the money down to construct this line. He hoped that the day was not far distant when the West, by its advancement, would teach them a lesson, and when Louisiana would redeem her errors. One great cause of her present depressed condition was the absence of external commerce. By these means many cities and States had flourished, and were flourishing, but here they had nothing of the kind. If a ship left the port of New Orleans she did not return with a cargo, but went to some other port on her return trip. She did not come back, and bring with her the articles which we consume, as was the case with other cities and other ports, and in this way Louisiana missed a great portion of trade. She had but very few ships. What was her trade, and to what portions of the world was her external commerce confined? Why, she traded with Mexico and Cuba and Texas, but such a trade was insignificant. The only way in which Louisiana could secure to herself a trade, was by inspiring and creating public confidence. He would show that this was the beginning of the great movement which would bring back to Louisiana the trade she had lost. In a few months in the year all the trade of Louisiana and of this city had to be done, but he hoped to see this altered, and he should think they had done nothing if, should he live, he did not see her very much improved in position and circumstances in ten years. He had remarked that they had no external commerce, that their shipping was nothing, and he would then observe that all their trade was carried on by the factors, by men who came here in the rushing season, lived at their hotels at the rate of fifty dollars a month, and retired, after making a fortune amongst us, to and their days somewhere else. What sort of commerce was this? it was not that kind which would build up the city, and place its trade upon a sure foundation. They had nothing to expect from commerce like this, and no city could rely on commerce of this kind for its greatness. He alluded to the great cities of the Old World, and asked if any one could point to a single instance where a city had been raised to importance as a mart of commerce by interests so conflicting, and trade so uncertain, as the trade and interests of the city of New Orleans? How, then, were they to locate their trade in the city? Why, by railways and by improving their public credit.

He believed that public credit was of equally as much importance as private credit. The loss of that credit was one of their great sources of depression, and the other was found in their enormous taxation. The consequence of the loss of the public credit was always to be found in the demoralization of the people, and the absence of public credit in this city had led to distrust amongst the people, banished their hope, diminished their confidence, and made New Orleans what she ought not to be. He charged her with having lost nine-tenths of the trade which had gone to other places, by the bad administration of her public credit, and it was impossible to go beyond it. When he was in London, a gentleman who was a banker there, and well acquainted with New Orleans, and with her geographical advantages, asked him why she did not pay the interest of her public debt, for he said that her location, and the natural advantages she enjoyed, were such as would make her the greatest city in the world.

He would ask the Chairman whether their great city was to rush on to destruction? If it did, it would be a shame. They were paying more taxes than any people in the world, and yet they could not pay the interest on their debt. He said these things that the citizens may think about them, and that the delegation from Mississippi, the country, and the neighboring States, might take them back to their homes, and not expect too much from the merchants of New Orleans. Since the year 1836, their attempts to build a railroad had failed, their commission merchants had failed, and the prosperity of their city appeared hopeless. He submitted these views to that convention as a practical man, but he was ready to assist in changing the aspect of affairs. (Cheers.)

When these things were well known abroad, the people would awake from their lethargy, and they would get a better government. Our people would begin to complain, and a salutary change would take place. Men should not live here without laboring in the cause of government, and advancing the peace and prosperity of the whole community.

There was another item in favor of the resolutions which he would mention. New England had embarked into an extensive railroad system, and employed her credit so extensively in their extension, as to promote a serious mischief, and the consequences of this credit system, were that she had been paying, for the last three years, a higher rate of interest on money than any other section of the Union. The people of the Southwest had engaged in a different system, and voluntary aid of her own citizens had built her roads. While the North issued bonds, the South paid cash. And yet, when the people of the South went North and talked of their means and their wealth, they were sneered at. But he believed the South would show, when commercial convulsions come, and they would come, that they were the sound and solvent portion of the Union, and that their policy of constructing improvements was the true and conservative one.

There never was a time when the States of the South-west were better able to go on in the works of improvement, or stand taxation for railroad purposes, than the present. The people had been engaged in paying off their debts, in reducing their expenses, and in combating various evils arising from many causes. He would take the condition of the States of the South-west now, and he ventured to affirm that he should find them more independent than any people on earth. [Cheers.]

The question of taxation is one that would invite the direct attention of the property holder—would show him that while he paid taxes, his property was protected and enhanced by the improvements he was taxed to make—they would agree to this—the people would agree to it—he had confidence that they would all agree.

What were the advantages of internal improvements of the character they proposed to make? He would briefly notice that part of the question, as it furnished the most plausible proof to justify their action. They had no manufacturing industry in New Orleans. The chairs they sat on, the beds on which they reposed, the hats and the coats they wore, were all the production of a distant people, who lived hundreds of miles away. If they, the citizens of the South, made these articles, and brought themselves within twenty-four hours of Nashville, thirty-six hours of Louisville, and six hours of Eastern Virginia, they would open a line of communication in the country, which would almost make them next door neighbors of the artist and the manufacturer. It was one of the plainest questions in the world, that in an enterprising State, tradesmen and mechanics would get employment; and if their city was brought within twenty-four hours distance of the places where manufacturing tradesmen were located, they would come there, supply any demand which may be necessary for the fulfilment of the wants of the citizens, and by locating in their midst, multiply their population and make New Orleans what it ought to be. It was idle to talk altogether about cotton crops, for they were subordinate to the great purposes of location, of bringing men of genius and manufacturing skill to take up their residence in the city, which would be the means of increasing the individual as well as the public wealth. But they would not despise their great trade in cotton; no, New Orleans would feel a glow of pride in any thing which tended to raise her to the proud position she was destined to enjoy, as the metropolis of the great South-west.

While they retained their trade, they ought to locate population, and not loose for a great part of the year, almost one half of their people by removal to States and cities far distant. He drew a comparison between the population of the North and that of the South, and said that during the last ten years, the population had increased from six to twelve millions of people, and if that railroad was built with its tributary lines, it would bring New Orleans within the reach of that number of inhabitants. Much had been said about the transient population of their city, but more persons went in and out of New York in one month, than went in and out of New Orleans in one year. Suppose that with this railroad in operation, 200,000 persons came to New Orleans in one year, and the transient population of the city was equal to that number; what would be the advantages to the city, if each person spent one hundred dollars during his sojourn among us? Why, it would increase trade, multiply the population, make the people more in connection with each other, and raise every interest and profession in the State. To make the trade of New Orleans what it should be, they must have a railroad, and he would advocate it, and stand by it, sink or swim. [Great cheering.] By those means they would be able to multiply the employments of the city, and open parents which would engage the attention of manufacturing capitalists, as well as tradesmen and mechanics. But he would make this railroad for higher and more important reasons than these. Instead of being six or eight days journey from Nashville as at present, they would only be twenty-four hours on the road, and thus they would gain six or seven days in making a trip to that city. If a man was in the habit of going to Nashville once a year, with this railroad in operation, he would be able to visit that city two or three times, without the loss of more time than was spent in one visit by the present mode of travelling. Then this railroad would bring the citizens of New Orleans in close connection with the citizens of the North, and cause acquaintance to be formed which would lead to an exchange of individual visits of private friendship, and even by these means it would foster trade. It would bring people from Maine and from Massachusetts to New Orleans; it would bring the ignorant fanatic to the South, that they might show him their free and enlightened institutions, and proved to him that humanity prevailed on the banks of the Mississippi, as much as it did in any community in the world. [Cheers.]

It would unite men living at great distances in bonds of friendship as close as those which existed between him and the chairman, who was his near neighbor, and it would increase the social relations and acquaintances of the people, until they would show that those who said they were deficient in feeling in the South, spoke falsely. And would the social and commercial relations be the only thing benefitted by this intercourse? No, it would also improve the people who lived on the banks of the Mississippi, and be a highway of commerce to the West, where in time there would be fifty railroads to meet it. The more they brought people from a distance, among them, the more they would raise the people of the South in public estimation, and on this ground the formation of a railroad would be good policy. He appealed to that meeting—he appealed to all the States of the South and West—to unite in that common cause, that they might extend internal improvements, and make New Orleans until she became really the great capital of the South; until she became the great point, which would mould the manners and increase the freedom of the people, for there was less cant and hypocrisy in New Orleans than in any city in the United States. [Cheers.]

Go, my friends, he continued, to your homes, talk of these things, talk of them between man and man, and never sleep until your railroad is carried direct to the capital of your country, as well as to the common capital of old Kentucky. [Cheers.] In conclusion he would remark that the tendency of his observations was to correct wrong impressions that were abroad, as well as at home, and he thanked the Convention for the kind manner in which it had listened to him, and hoped that those present would never rest, until the New Orleans and Jackson Railroad was made. [Great and enthusiastic cheering.]

RAILROAD CONVENTION.

SATURDAY MORNING, April 19.

The gentlemen who composed the above Convention met at 11 o'clock, and on James Robb, Esq., taking the chair, he formally opened the proceedings.

Col. Campbell then came forward and briefly addressed the meeting, before proposing the following resolutions, which were unanimously adopted:

"*Whereas*, it is highly important that the proposed New Orleans and Jackson Railroad Company should mature, at as early a period as possible, its plan for extension through the States of Mississippi, Alabama and Tennessee—and whereas, one of the chief duties of the permanent Committee of Ways and Means will be to correspond and endeavor to form combinations with citizens of said States, in furtherance of a common system of railroads leading via Jackson, Miss., to New Orleans—therefore,

Resolved, That the permanent Committee of Ways and Means be increased from fifteen to thirty members, and that the additional members be selected, five from the State of Mississippi, five from the State of Alabama, and five from the State of Tennessee; and that the chairman of the committee be authorized to fill any vacancies which may occur, and be permitted to appoint, as members of said committee, citizens of the aforesaid States, without reference to their being members of this Convention; and further, that eight members, present at any meeting of the committee, shall constitute a quorum for transacting business."

Judge Preston presented a plan to the Convention, for the extension of the Carrollton Railroad to Jackson. He said that the charter of that company gave power for the extension of the line to any length along Bonnet Carré Point, and he thought they might work under that charter in forming the Jackson Railroad. He then read the following plan, which was referred to the Committee on Plans and Projects:

The New Orleans and Carrollton Railroad Company have a perpetual charter. It is true, in consideration of banking privileges, their works were to become the property of the State in seventy-five years, but in consequence of their abandonment, this and every other bonus is abandoned, and the length of the road left entirely in their power.

The capital of the company is fixed at $2,000,000, with most ample powers of expropriation for building warehouses, wharves, etc. Their original object was to make the road from New Orleans to Bayou Sara; to use the words of the charter, "running along, or as near as conveniently may be, to the left bank of the Mississippi, straightening the route, however, at such point as the road company shall seem expedient, to cut off the bends of the river, with power to run lateral roads into the interior from any point on said main railroad, for a distance not exceeding fifty miles," which would extend from our capital to the State line.

Let the charter of that company be accepted, its railroad property be taken in stock at a fair value; let the subscriptions of individuals be payable in money, work, materials, etc.; also, in debts of the municipalities, the cities of Lafayette, Jefferson, and the incorporated villages of Carrollton, Baton Rouge, and the portions of the parishes on the left bank of the Mississippi river, through which the road will pass. Let all these corporations bind themselves to pay their individuals, thus converted into stock, immediately, by a tax imposed on all objects of taxation according to the assessment rolls. Let all these corporations be authorized and required, beginning with the next fiscal year, to take at sick the whole amount of the capital not paid up, in proportion to the assessed value of their real property, and to lay and collect a tax for the payment, remarkable in certificates of stock to each tax payer.

Let the fundamental rules of the company be adapted to this arrangement, each full paid share to entitle its holders to a vote on all subjects. If the Third Municipality prefers to invest her means in a branch to Madisonville, let her be exempted from the arrangement.

The enumerated expenses of the road to our State line will cost $1,000,000.

ASSESSED VALUE OF REAL ESTATE.

First Municipality	$30,000,000
Second Municipality	40,000,000
Third Municipality	10,000,000
Corporations of Jefferson, left side	10,000,000
The several parishes above	10,000,000
	$100,000,000

A tax of 1 per cent. on this amount will produce $1,000,000, being the amount required reimbursable in stock, and for contingencies the annual which may be subscribed by individuals.

The grand depot to be made on the property of the Canal and Banking Company, opposite the Upper Quarter.

For the Third Municipality, at the head of Esplanade street. For the First Municipality, at the head of Canal street. For the City of Lafayette, at the head of Delord street. For the City of Jefferson, at the head of Louisiana and Napoleon Avenues. For the incorporated villages of Jefferson, at the head of the upper line street of Carrollton. Branches of the road to be made to each depot accordingly, and at any necessary portions of the public battures to be taken for the depots.

Eastern Route—Let the road pass on Mr. Phelps' survey to Bonnet Carré Bend, unless engineering skill shows it on the top of the levee, and combine with it a more secure levee system. In that event to claim from the State and the United States, our portion of the levee fund, which is large and the work of the planters benefiorth in widening and heightening their levees at a suitable distance from the river, to be paid in stock.

From Bonnet Carré, on a short line if possible, to the capital at Baton Rouge, avoiding, however, the navigable portions of Blind, New River, and Manchac Bayou. From the capital to Clinton, thence to Liberty, thence to Gallatin, thence to Jackson, the capital of Mississippi. From Jackson to the Intersection of Wanda Shoals, thence to the capital of Tennessee, thence to the falls of Cumberland, and through which it passes to be relied upon entirely for its accomplishment within their limits.

Western Route—On the top of the levee from Baton Rouge to Morganza, thence on the best line to Chenerville, the country being one of surpassing fertility, thence to the capital of Texas, directly West, crossing the Red, the Nore, and down the river Gila (but of course, gentlemen, continued Judge Preston, I don't believe in that) to the Gulf of California. The line of the Gila, Texas and California, and the Government of the United States, to construct the road westward from Cheneyville.

Judge Woodroof then offered the following preamble and resolution:

Whereas, in the opinion of this convention, the financial condition of our State is, in an essential manner, fettered and embarrassed to such a degree that our natural energies and resources cannot, in the present state of things, be made fairly and fully available for the purposes of forwarding either the agricultural, commercial, manufacturing or internal improvement interests of our citizens,

And whereas, it is the conviction of this convention that these embarrassments arise in a great measure from unnecessary and injudicious restrictions imposed on our citizens by the constitution of Louisiana, and although adopted at the time by the greatest prudence and the purest patriotism, yet they were adopted at a period and under circumstances unfavorable to a full and fair view of the prospective developments of our growing resources, of our rising wants, and of our future imperative necessity,

And whereas, our sister States, who are not thus fettered, are progressing in power and prosperity, under freer and more rational financial systems, with a steadiness and rapidity that deserves the highest credit, and justly commands the admiration of the world,

And whereas, it is most desirable to place the citizens of the State of Louisiana upon a standing like an equality in this respect with the citizens of our sister States, Be it, therefore,

Resolved, That with the view of eventually ridding ourselves of those unnecessary and fatal impediments to our progress, a committee of five members be appointed by the President, whose special duty it shall be to prepare and cause to be presented, at the next session of our State legislative convention, to the General Assembly of our State, at its next session, a suitable memorial, with such statistics and facts as they shall be able, in the time allotted them, to collect, respectfully soliciting it to make such changes in the existing legislation of the country as are now imperatively required for the successful accomplishment of all our enterprises of public improvement, and to adopt such measures as may be found most speedy, practicable, and efficacious in removing from the organic law of our State those embarrassing financial disabilities under which our citizens are now laboring, and which so injuriously impedes our progress; and that the said committee be instructed and authorized to correspond with other railroad committees in other parts of our State, on commercial matters, with a view to obtain their co-operation and a concerted movement toward the object of this resolution.

Judge Woodroof supported these resolutions by stating that he hoped these proceedings would invigorate the South, and reinstate New Orleans in the position she has been previously held.

Col. Campbell inquired if the mover of these resolutions had any objection to refer them to the Standing Committee.

Judge Woodruff had no objection, but he thought a Special Committee would be best to consider the resolutions as the Standing Committee had so much to do. The resolutions were then adopted.

Mr. Sheffs condemned the law which prevented them from forming a corporation to carry out the proposed New Orleans and Jackson Railway, and spoke of the essential necessity of applying at the next session of the Legislature for powers to construct the road, and compel persons to give up land at a proper valuation, who might be opposed to the progress of the work, and hold land on the line of the track.

Mr. McBean, of Kentucky, begged that one member from South Kentucky, and one from North Illinois, be appointed upon such Committee. Agreed to.

Mr. Trudeau rose to propose a resolution concerning taxation for the raising of funds to complete the road. He was informed that the taxing of real estate would not fully tax the whole property of Louisiana, but would let personal estate and capital go free. This being the case, he begged to propose the following resolution:

Resolved, That the great principle of our constitution, declaring that taxation shall be uniform, is just, and should be applied to taxation for internal improvements, and that no discrimination ought to be made between real and personal estate. Passed unanimously.

The Chairman then named the following gentlemen as members of the Committee on Ways and Means, which had been created into a standing committee for railway purposes, and said he should be obliged to defer the appointment of country members of the committee until some future period: Col. W. S. Campbell, Hon. Joshua Baldwin, L. P. Hammond, Glendy Burke, and Alexander D. Kelly.

Mr. Marshall, of Vicksburg, addressed the Convention in favor of the Vicksburg and Alabama Railway, and proposed a resolution in relation to it, which was also ably supported by another member from Vicksburg. The resolution pledging the Convention to support and aid the formation of the road, was referred to the Standing Committee.

On the motion of Alderman Clarke, of the First Municipality, thanks were voted to the Chairman and the officers of the Convention, for the manner in which they had performed their duties.

Col. Campbell then moved that the Convention adjourn *sine die*, which was agreed to, and thus ended the proceedings of one of the most enlightened and intelligent assemblies, after being in session for four days, that has ever been held in our far-famed and aptly designated Queen City of the Sunny South.

An operator in flour, named Buck, residing in Hartford, is reported to have suspended payment. His liabilities are $300,000.

Translated from the Revue de Nouveau-Monde.

Hippolyte Monpou.

Monpou knew how to choose his words—no, his verses. He would never ask any but of true poets; and as he understood their thoughts, he loved with their love. Often, it might be said, he extended the wings of the poetry he set to music. One evening, at the theatre *Renaissance*, when was played *La Chaste Susanne*, his last scenic work, he met Victor Hugo:

"M. Hugo," said he, to the poet of the *Feuilles d'Antonne*, "I have never asked you what you thought of my music, when in connection with your verse. Tell me, then?"

"M. Monpou," replied Victor Hugo, "pardon me for the simile which I am going to use: your music has always appeared to me to adhere closely to my verse, and to portray all its beauties, as a wet cloth adheres to a corpse, showing all the outlines."

Monpou was delighted. He composed many of his most beautiful melodies, when rolling upon an old piece of carpet, near his piano. One of the things which most diverted Monpou in the course of his life, composed, like that of all true artists, of work, reveries, melancholy, and burdens, was the opening of his opera "Piquillo," written in connection with Alexander Dumas and Gerard de Nerval, and the circumstances in which this opera was completed. Of the libretto agreed on between these three, Gerard, that poet, that philosopher, that great worker *within*, had finished and given in his part. The part of Dumas remained to be done, that Monpon might finish his portion. Dumas, expressly to excite the impatience of Monpon, seemed to have lost his faculty of writing one act or two each day. The musician had in vain urged his poet. The more Hippolyte brought of sharps to the courage and pride of Alexander, the more the latter added of B-flats and B-sharps to the same key. Monpon grew lean, Piquillo returned to infancy, and on the strength of their disputes, the fellow-laborers had the appearance of becoming enemies. One evening their conversation turned, I know not how, upon the national guard; it appeared that Dumas had not, in all his life, mounted guard any more than Alphonse Carr, which placed his civic zeal below zero: "and even," said he, "I am warned that at this moment two brave municipal guards are in pursuit of me, with the official intention of conducting and reducing me to the meditations of the Hotel Bazancourt.* Happily they are ignorant of the mysterious domicil where we are at this moment enjoying life."

The ensuing day, at an early hour of the morning, Hippolyte Monpon went charitably to denounce the retired dwelling of his friend, prosecuting for the cause of the disdained sentry-box. An hour later, when Dumas was rising to apply himself to his breakfast, he was invited to finish this labor at the Hotel Bazancourt. There, the same day, he received the visit of his musician, who brought him paper, pens, and his encouragement. "Piquillo" was finished eight days after Monpon sang to his piano the air of *Chollet*.

On a beautiful afternoon in August, 1841, in a room at the hotel which forms the corner of Martroi and Royale streets, at Orleans, he was in bed, poor Monpon, and very ill. The evening previous, he was still at the little chateau of St. Mesmin, with his friend Emile Vander Burch; but understanding that a festival was to take place there, and feeling himself ill, not wishing to sadden the mirth, he had announced his sudden departure for Paris. He caused himself to be carried to the hotel, and there ended his life, attended by his wife, who watched over him with devoted love. Towards evening, death was already *in the room*, but life had not yet departed, he was composing, he said a part of his opera—"L'Orfevre" remained unfinished. His wife stood gazing on him, and wished to clasp his hands; but he, with his two emaciated hands, which he could scarcely any longer move, marked the rythm upon the coverlet, and occasionally endeavored to run his fingers over the border, as though upon the keys of a piano. At the same time, the notes came from his lips like the sounds of a flute scarcely articulated; but soon night descended, the fingers moved more slowly still, and stopped; the sounds became more feeble, the lips no longer approached, and, in a last note, which God alone heard, the soul took its flight. Thus, at the age of thirty-seven, died the composer Hippolyte Monpon.

* House of street reserved to the refractory National Guards.

NILE NOTES OF A HOWADJI: New York: Harper & Brothers, publishers.

This is a volume of Oriental travels just from the press. The author is a young New Yorker, and has won for the present production of his pen a favorable reception with the literary world by a previous one, Eothen. The Egyptians call all merchants Howadji, and, as in their estimation, only merchants travel, they call all travellers Howadji. The Preface is in such good taste for sentiment and brevity, we must give it entire:

When the Persian poet, Hafiz, was asked by the philosopher, Zenda, what he was good for, he replied—

"Of what use is a flower?"

"A flower is good to smell," said the philosopher.

"And I am good to smell it," said the poet.

This Howadji's occupation upon the Nile is herein faithfully indicated. He sailed up the Nile and sailed down again; but discovered nothing, measured nothing, dug up nothing, deciphered nothing, brought back nothing but these Nile Notes: and they had as well been left behind, in Memnon's tomb, where the sage Howadji asks a grotesque, foxy figure, carved on the walls, to join him in eating a sandwich and smoking a chibouque! In the language of Miss Martineau, "Travelling is a serious and manly privilege"—and not to be thrown away upon such childishness.

The style is ambiguous, between prose and poetry; a sort of literary hybrid, such as it is fashionable to call a "prose-poem." At one time this sentimental traveller's sentences are so full of the soul of genuine poetry, we are ready to wish he had measured his lines and gone into poetry decidedly. Then he steps into history, condescends to put the noun before the verb, the adjective before the substantive, and discourses so intelligently and entertainingly for half a page or so, we heartily wish he would maintain this sober mood to the end. But no: about the time the reader imagines he really has a rational man for his *compagnon du voyage*, and is about to learn something, the Howadji flies off into such nonsense that one feels like making his book fly into the farthest corner of the room. It is like riding a horse without gaits—that neither walks, paces or trots; but for the name of the thing one had as soon not ride at all.

In justice to the Howadji, however, let us return to the Preface. What did he propose?—to shell the rose, not to make out hieroglyphics. He set out on a pleasure trip up the Nile, and not a scientific excursion. In his own way, though complained of, he has beguiled us along a route we had gone over so often in the company of serious men, with measuring lines and crowbars in their hands, that it had got to be impossible for any mere *amant* to make it so interesting. The old track did not appear the same. Gathering up the impressions left by these Nile Notes, we find them to be vivid, and half suspect they are correct. We have now a complete idea of a dragoman and a palm tree, of the picturesqueness of Egyptian scenery, of the "dreamy quality" of Egyptian atmosphere, and the softness of its sunlight, of the solemn and sublime desolation of Egyptian tombs and temples, alike empty, end of the hopeless degradation of the Egyptian people; "not savages but imbeciles—an effete race—the last less of what was a nation."

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