Amusements—This Evening.

ST. CHARLES THEATRE.—"Twas I; or, the Truth a Lie—Vol an Vopo—The Venetian Carnival—Mansion.

PLACIDE'S VARIETIES.—Where there's a Will, there's a Way—Slasher and Cracker—Dance.

Auction Sales—This Day.

F. H. PETITPAIN will sell at 10 o'clock, at No. 8 Canal street—Dry Goods not Damaged—Shawls and Hats.

BYRNE, HYDE & Co. will sell at half-past 10 o'clock, at 55 Magazine street—Groceries, Provisions and Liquors.

WM. F. SCOTT will sell, at half-past 10 o'clock, at No. 87 Camp street—Furniture.

J. M. WHYPOOTS will sell, at half-past 4 o'clock, at Commercial Exchange, St. Charles street—Furniture.

D. of T....Meeting This Evening.

MAGNOLIA UNION No. 2, Daughters of Temperance, meets at half-past 8 o'clock, at Temperance Hall, No. 95 St. Charles street.

The Daily Crescent.

OFFICIAL JOURNAL
of the Council of the Second Municipality.

NEW ORLEANS:
TUESDAY MORNING, APRIL 29, 1851.

See First and Fourth Pages.

M'lle Parodi's first concert in the St. Charles, will take place on Wednesday, (to-morrow evening) on which occasion, from the attractive bill she presents, and the better adaptation of that house to her voice than that of the Louaze Hall, we shall be disappointed if not seeing as large an audience as can be accommodated. In another column will be seen the programme, and also that place have been reduced to suit all conditions of circumstances.

LECTURES ON GEOLOGY.—Mr. Lawrence's fourth lecture was delivered last night at the Baptist Church. The subject was Metallic Veins, one extremely interesting in itself, and which he treated with much perspicuity. He divides metallic veins into two classes—those of igneous action, and the others formed by slow and imperceptible agency, which he thought was electricity. He cited numerous instances where old mines have been opened, and the earth which had been once washed ages ago, was again filled with metallic matter. He described metallic veins, which had come under his own observation, and where he thought one could almost see the process of formation going on. This certainly sounds like the theories of the old Alchemists. To-night he devotes to the Geology of Arkansas, which at this moment is attracting so much attention.

A PRESENT.—The ladies of the Bible Class connected with the Second Presbyterian Church, have presented to the Rev. R. L. Stanton, their late Pastor, a handsome writing-desk, etc., upon which is the following inscription:

"Presented to the Rev. R. L. Stanton, by the Bible Class. Phil. 1st and 3d, 'I thank my God upon every remembrance of you.'"

STEAMER ST. CHARLES.—This fine and fast boat, an popular commander, Capt. Applegate, leaves for Shreveport, and all intermediate landings, on Wednesday evening, at 5 o'clock. The St. Charles has made the quickest trip to Shreveport on record, having accomplished it in 63 hours and 45 minutes, with a loss of run from fog, of 7 hours. But for that loss the run would have been made in 56 hours and 45 minutes. If any one wants faster travelling on this river it has not transpired.

HATS, SHIRTS AND DRY GOODS.—The sale this day at 10 o'clock, at F. H. Petitpain's auction room, No. 8 Canal street, consists of a large invoice of men and boy's hats, check and calico shirts, and an extensive assortment of very desirable dry goods, to which sale we call the particular attention of city and country buyers.

CLOTHING.—Francis Fabre & Co. 29 Magazine street, have a beautiful assortment of Spring and Summer Clothing, and we would advise those in want of things exceedingly tasty, durable and cheap, in his line, to give him a call before making their purchases.

The following is a list of the passengers per steamship Falcon, Lieut. Hartstein, commanding, which left her wharf yesterday morning at 8 o'clock, for Chagres, via Havana:

For NewYork—Mrs J B Lepetre and son, J S Au Lepetre, Miss Randolph and servant, A Schmutzer, A Eustis, F M Misspelier, I Bennett, W Hyde, E Smith, S Morgan, Wm F Ker, Fred Kopp, J Duval and lady, Mrs W C Thompkins and child, Miss H E Baldwin, A Pratt, H M Allison, H Blanchard, P J Coughlin.

For Havana—Mrs Rourke, Mrs A D Appleman, H Kraft, Jose F Rubio, B Dominguez, N F Roger, John McNair, R Hopkins.

For Chagres—W Gean, Wm McGlackland, J McDonoch, J H Eldridge, Daniel Dougherty, M Lechtigg, H K Stile, A Dunlap, J Harman, Mary Harman, Wm D McLean and lady, L Hart, J H Holton, H Lemoure, A Herard, O Hafion, Alex Grey, O E Higbee, J Southwick, John Smithers, Alex Sims, M Rooney, S Levy, Mrs Jones, Mrs Fairbanks, Mrs Greenbrickl, Dani Evans, K Lanary, Mrs Tappin, Ann Bailey, Julius Fuson, Adw Simon, M Morey, A Cissel, Mrs Donohoe, Mrs C Hartley, W Lambin, John Flannery, G Brown, A Smith, G Barington, M D Brownson, John Brankinan, J Murphy, J Thompson, F Walbrum, M Hays, C S Jump, M Mason, J Marley, J Donohoe, J Hunter, W B Crawford, Wm Kerr, J Kerr, J Emery, Geo McKinney, Alex Kewen, John Bingham, M Montayer, G O'Kelloe.

Mississippi River, at Memphis, on the 24th inst., had fallen 16 inches within the previous 48 hours. It was then 9 feet below high water mark, and still falling. Good.

The steamship Ohio, J. F. Schenck, commander, sailed from New York, on the 26th, for New Orleans via Havana.

UNITED STATES COURT IN OHIO.—Judge McLean, in his charge to the Grand Jury, congratulated them that no violation or infraction of the law relating to the rendition of fugitives from service, had taken place within that State. He trusted that no such interference with the law would, at any time, be exhibited in Ohio. Should such occur, it ought to be promptly discountenanced and frowned down. If the law were objectionable, let it be remedied by the ballot-box.

DEATH OF A VETERAN EDITOR.—The Memphis Daily Appeal, of the 24th, in mourning dress, announces the death of its senir editor, Henry Van Pelt. The deceased was a talented, but very earnest politician, and friends and opponents in public life unite in awarding to him the most enviable character as a man, a citizen, a friend, and a member of the family circle. His death is indeed sincerely and widely lamented. He was a native of Kentucky, and possessed in an eminent degree the warm impulse and generous nature which popular opinion has attached to the people of that State. He began his editorial career there about thirty years ago; from Kentucky he came to Tennessee, and pursued his professional avocation for a number of years in Franklin and Nashville. On the 21st of April, 1841, he established the Appeal, in the successful conduct of which he was actively engaged when death closed his career.

Governor Trousdale has appointed the Hon. A. O. Nicholson, Chancellor for the Middle District of Tennessee, vice Hon. Terry H. Cahal, deceased.

THE BEST WE CAN GET.—The following humorous paragraph from the Aberdeen Independent, occurs in an editorial reviewing Judge Gholson's speech at a late secessionist protracted meeting: "The Judge sneered at the "best we can get" policy. Well, we think it is just the thing. The constitution is the best we can get—our country is the best we can get—our God is the best we can get—our Bible is the best we can get—our children are the best we can get—the Judge is the best we can get, for he says he will not resign; and we do not know of any thing that isn't the best we can get—except the Judge's speech, for we know that's not the best we can get."

A Convention of abolitionists is now in session in Cincinnati. It has adopted a resolution declaring the fugitive slave law a flagrant outrage upon the federal Constitution, and therefore an act against which the social and political influences of the people should be arrayed. Its members have also resolved to do, to suffer and to die, if need be, in the cause of the slave. There are many protestations of "laying their all upon the altar," and of "throwing themselves into the thickest of the fight," none of which are intended, however, to be ever acted out in good faith by the sane among the members, and the insane are only fit for a madhouse. [Public Ledger.

YELLOW FEVER VISITATIONS IN NEW YORK.—In a little over a century, the yellow fever has visited the city of New York eleven times, viz: in 1741, 1742, 1791, 1795, 1798, 1799, 1800, 1803, 1805, 1819 and 1822. The deaths by that disease were as follows: 732 in 1795, 2086 in 1798, (population 55,000,) 670 in 1803, 280 in 1805, 23 in 1819, and 366 in 1822; in 1805, 37,000 of the inhabitants out of a population of 76,000, fled from the city. In 1804, 40 persons died with it in Brooklyn, but New York escaped.

IRISH PACKET STATION.—We gather from European papers that the advantages which the harbors on the western coast of the island, and especially Galway, offer to American commerce, are about to be set forth in a memorial to the President and Congress of the United States, which will bear signatures of great respectability from Dublin and other parts of the island. It is contended that the voyage would average at least forty hours less time than to Liverpool, and might be accomplished with greater safety and with less delay from unfavorable winds. The memorial will ask to have the U. S. mail steamers stop at Galway instead of going to Liverpool.

Free Banking.

The usefulness of corporations is an open question. They have their advantages and disadvantages. Doubtless, where many individuals are willing to hazard something in the carrying on of manufactures, where they are to add to the productive capital of the country, in such cases the corporation plan works well. But for the life of us, we never could understand why the partners in a Bank should be free from the joint and several obligations of the mercantile partnership. Banks are doubtless convenient, and facilitate the operations of commerce. But, on the other hand, they have a fatal facility in the creation of apparent wealth, which often leads to ruin. In reviewing the commercial history of the country, we find every pecuniary revulsion has been preceded by an excessive abuse of bank accommodations. Then, too, the system of associated capital leads to divided moral responsibility; and directors and officers of Banks frequently commit acts in their official capacity, which they would scorn to be guilty of as private individuals. It is this looseness of thought and action which is one of the great evils in all corporations. For instance, the famous battle of the brokers, last year, exposed transactions of the most reprehensible character in connection with the Canal Bank.

The Cashier speculating in its stock, and the fictitious paper on which these wild speculations were based, when due, not protested like other paper, but kept as it were suspended. The capital of the private stockholders jeopardized, that a reckless speculator and his New York coadjutor might save themselves. Think of the Cashier buying over a hundred thousand dollars worth of the stock, and when not able to meet the drafts of his co-conspirator, quietly permitting them to go without protest. Then, again, the famous Mint certificate for *one million of dollars*, and the payment of $27,835 as interest for the same!!!

Such conduct on the part of an individual, would be denominated swindling; but in a Bank Directory, it is only financiering. But this Board were swept out—they had been clumsy in their devices—for a Bank has a conscience—crime, in its code, is making a mistake which leads to exposure. The fraud was nothing—the detection touched the conscience of "Mat." The foreign capitalists made a clean sweep, and Canal Bank is to all intents and purposes in Wall street. Its brick and mortar are in New Orleans, but its money bags are in New York. Its body is in the Second Municipality, its soul is in "Mat's" breeches pocket.

The old administration certainly played a bold game. There was nothing petty in their transactions.

The new Board, we believe, have not violated the law. The old Directory were the Jack Sheppards and Dick Turpins of the highway; but the new fellows, like Jack Wilde, keep the law on their side. An instance of their mode of operation has come under our notice recently; and we cite it as an instance of the injurious effect of this close corporation system. A poor school-master, residing in Harrisonburg, La., some months since remitted home to his friends, one-half of a fifty dollar Canal note. It never reached its destination. Shortly after this, a postmaster in the immediate neighborhood, was detected in robbing the mail; and confessed that he had done so for several months. The half of the note sent by mail has never been presented to the Bank. The young man presented his half at the counter last winter, and received twenty-five dollars; and was informed that he could receive the remainder, by giving an indemnifying bond. He was unable to give it, having no friends here. But last week a gentleman of high standing in the Parish of Catahoula, called at the Bank, and offered to give an indemnity; but the President refused to pay, except on a judgment.

Now, a merchant who, on being presented with proof of the loss of any bill, (especially, after it had lost its negotiable character,) and the offer of indemnity, should refuse to pay the debt, would be dishonored, not only commercially, but morally. We have no idea that this Mr. Montgomery, who as President refuses to comply with the obligations of law and justice, would hesitate to pay a debt of his own. But as the President of this New York shaving-shop, he positively refuses to do that, which, we hope, as an individual he would at once perform. A suit would involve taking the depositions of postmasters in two towns a thousand miles or more apart, the proof of advertisement, and of genuineness, and the offer of a bond. All this would require professional aid, and actually consume the small amount. The refusal, therefore, to pay on the moral evidence, and the indemnity offered by this young man, subjects him to the loss of this amount, very small to the Bank, but of considerable importance to the teacher of a public school in the Louisiana swamp.

We think picking a pocket decidedly a more honorable mode of earning small sums. We are quite sure men of small means, in the interior, will hardly remit home to their needy families Canal Bank bills. To save them from the danger of such spoliation, we publish the fact, so that they may avoid Canal Bank bills. These are some illustrations of the injurious effect of monopolies. The Canal Bank is controlled in New York, and it is, perhaps, hardly a fair specimen of banking in Louisiana. Yet the way to test a principle is to take an extreme case.

The remedy for the evil is not in the destruction of banking, but by making it open to all. Let Louisiana adopt the system of other States, and create a banking capital, based on the actual property in the State. Competition is the great regulator of trade. It teaches honesty and good manners. Bank presidents will be like other men. The fair rivalry of trade will hold each in check, and the people will thus derive all the benefits of an increased banking capital, without any of its disadvantages.

Communicated.

"The Baton Rouge Route" vs. Madisonville Route.

The necessity of connecting New Orleans by railroad communication with the "great interior," is admitted by all who have the interests of the city and State at heart; the best manner of accomplishing an object so desirable is alone open to discussion. The Madisonville route to us seems impracticable, and we venture to say that if it were adopted, it would never answer for the great main trunk of railway, to connect the "Crescent City" with the West and North. Let the friends of that route show by Madisonville is not, for purposes of cheap transportation of freights, nearer Mobile then New Orleans. Let them show how a train of forty or sixty cars can be brought over Pontchartrain Lake, give the size of the transports, their depth of water and cost of construction. Let them show how those immense railroad car carriers can cross the lake in times of storm, when the trim-built Mobile and New Orleans steamers cannot do it? Let them explain what would be the action of Madisonville route steamboats in such a storm as once detained Henry Clay, F. A. Lounsden, Esq., and other distinguished gentlemen three days at the lake end of the Pontchartrain railroad, waiting for a chance to go to Mobile? These queries, and others, should be seriously answered before the route is adopted. Of the advantages of the Baton Rouge route, too much cannot be said.

The increase of distance, compared with the Madisonville route, is nothing in point of time, and the extra cost of building the increased distance less than nothing, when compared with the expensive system of car-carriers to be used in connecting Madisonville with New Orleans. Baton Rouge is the best landing on the whole Lower Mississippi—all other points of highlands are bluffs. The U. S. engineers have pronounced the front of the city of Baton Rouge to be of the most permanent kind of embankment—"iron bound"—therefore always to be relied upon as a transhipping point. The distance from Baton Rouge via Clinton, to the Mississippi line, is *thirty-six miles*; thirty of these miles are *already graded*, and could have the rails laid upon them to-morrow if it were desirable. Should the Baton Rouge route be decided upon, in less than one year Jackson, Mississippi, could be connected with Baton Rouge by railroad communication, and the Gypsy or Brilliant can run from Baton Rouge to New Orleans direct in six hours—three hours only in time longer than by railway communication. All freight brought down to the city in steamers can be landed in front of the city, and at any of the Municipalities. How is the freight over the Pontchartrain Railroad to be distributed over the city, and at what cost to the owners? Could a hundred hogsheads of sugar be brought from Baton Rouge and landed in front of the Customhouse, New Orleans, cheaper than they could be cart-hauled from the end of the Pontchartrain Railroad? Finally, the Baton Rouge route with Jackson, opened at so little immediate cost (for the steamers on the Mississippi will be built by private enterprise, and not as on the Pontchartrain, by the Railroad Company) to the people of New Orleans, the benefits of the road would at once be felt, and time would be given for the citizens of Louisiana to mature those great plans that must connect Jackson, Mississippi, with New Orleans by a direct railroad communication, as decided upon by the Great Railroad Convention, over which Mr. Relph presided.

The merchants of New Orleans, regardless of all local or sectional prejudices, should press the speediest plan through to meet the people of Mississippi. Assurances are given, that if the Baton Rouge route were adopted, the people of Amite county, Miss., would at once commence at the Mississippi line, and push the road through to Jackson. In conclusion, let me say that this Baton Rouge route is somewhat analogous to the Erie Railroad route in New York. The merchants of New York subscribed liberally to that land road, because it connected Buffalo with Albany, as Albany was connected with New York by the Hudson river, just as Baton Rouge is connected with New Orleans, while the Mississippi river, unlike the Hudson, is always open, and presents the best navigation in the world. Why should not, therefore, the upper end of the New Orleans and Jackson Railroad first be built, connecting with the Mississippi river, so that the route would in the shortest time be in profitable operation? My only desire in writing this, is to elicit information, and the friends of the different proposed routes cannot do better than give their notions to the public, so that said public may come to an intelligent conclusion. T.

LOSSES BY CREVASSES.—The Baton Rouge Gazette of the 26th inst. again urges on the Legislature of Louisiana the necessity of organizing a Levee System, and presents a fearful record of loss in support of its project. Leaving the losses sustained by the destruction of cattle, horses, machinery, fences, mixed crops, etc., and, most severe of all, the sufferings of the poor people, as beyond calculation, the Gazette shows the State what it loses in its sugar crop alone by its culpable want of a proper system of levees:

"In turning to Champomier's statement of the sugar crop of 1849 and 1850, we find that the sugar plantations in the parishes of Iberville and Ascension, now submerged by the Doyle and Gourrier crevasses, made nearly four thousand five hundred hogsheads of sugar; there are three other crevasses along the river, below Baton Rouge, and one above in West Baton Rouge, the united injury of which will be at least four thousand hogsheads. We have, therefore, a loss in the State this year, in sugar alone, amounting to the enormous number of eight thousand hogsheads of sugar.

Turning again to Champomier's statement for 1840-'50, we find the following appalling losses by crevasses de niled:

Overflow of Red River	hhds. 2,900
West Baton Rouge crevasse	5,500
Iberville (by West Baton Rouge) crevasse	1,200
Ascension, Desesta Landry's crevasse	1,200
St. John the Baptiste, from Fortier's crevasse	1,100
St. Charles—same crevasse	1,100
" Bonne Carre Bend crevasse, say	3,000
Jefferson, Fortier's crevasse	4,500
" Sauve crevasse	1,200
Orleans	500
Total	hhds. 22,000

Which will make, in two years, the enormous sum of twenty two thousand hogsheads of sugar, worth at the lowest calculation at least $1,250,000, the greater part of which might have been saved to the planters and to the State, if a more perfect system of levees had been in force—a sum that would have protected the coast, for an indefinite number of years, from inundation."

The Gazette repeats that our present system of Levee Laws must be revised, and our levees increased in strength, and their cost so distributed that all persons to be benefitted by their erection shall be made to bear a just proportion of the expense. "Let it cease to be (says the Gazette) that a person, from carelessness, or from want of judgment, can overwhelm whole communities in destruction."

CROSSING THE ATLANTIC.—"Communipaw," the London correspondent of the Boston Post, gives the details of the new route by which it is confidently predicted that passengers will, within the next five years, be carried from Boston to London within seven days. There seems nothing improbable about it. He says:

"When the railway is finished from Galway to Dublin, which will probably be during this year, a line of steamers must be opened from Galway to Halifax and Boston. Then a traveller can attend church in Boston on Sunday, take an evening or midnight train for Halifax, (after that great 'Yankee and British down-east railway' is done,) and on Monday start for Galway, arrive in five or six days, and in twelve hours (a sea passage from Dublin to Holyhead of four hours,) arrive in London, via Dublin, Holyhead, the Britannia Bridge and Birmingham, and be in the British Metropolis to attend divine service seven days after he was in Boston. This is no fable, but will be realized within five years; provided, the Halifax and Portland railway is built; and will be within one day of it, if not built. The Liverpool merchants will fight stoutly against that Galway packet station, but the mail service of the two countries demands and will have it. And farther, it will open up a field for the regeneration of Ireland, by sending travel, traffic, business and money into the country."

JURORS IN CAPITAL CASES CANNOT SEPARATE.—The Philadelphia American gives the following decision in the Supreme Court of Pennsylvania in a case made on Monday:

Peiffer vs. *The Commonwealth of Pennsylvania.* The plaintiff in error was lately convicted of the murder of his wife in Schuylkill county, and sentenced to be hung. The ground relied upon for reversal was, that after the jury was sworn, but before the case was opened, the jury were suffered to separate and go to their homes. This the Supreme Court have now decided was a fatal error, although the prisoner's counsel consented. The court say that a prisoner on trial for his life should not be asked to consent. That the allowing a jury so to separate is dangerous. If the accused has powerful friends, it opens the door for improper influences against the Commonwealth. If he is without friends, it enables a powerful enemy, or public prejudice, to work fearfully against him. A prisoner so situated, if asked his consent that the jury who are to pass upon his life may not be kept confined to their apartment, dare not deny them, the refusal of which they might be tempted by their verdict to resent. Judgment reversed, and the prisoner sent back for another trial.

FROM MINNESOTA.—The St. Paul Chronicle and Register says that the Indians above Crow Wing are enduring extreme sufferings, and that many have perished from starvation. Those who know the facts have estimated that between five and seven hundred of them have died from privations. It is reported that the chief, Hole-in-the-Day, to whom they have applied lately for advice, recommends them to acts of violence—among the rest, to break into every house in which provision could be had, and take forcible possession of them. A deputation of Chippewa chiefs had arrived at St. Paul, with a view to lay before Governor Ramsey the distressed condition of the nation, and to ask relief.

The situation of the Indians in the lower country, is represented as peaceable and prosperous.

The editor of the Maysville Eagle, while at Paris, Ky., the other day, saw fifteen, well-clad, and happy-looking negroes, who had been taken there to be emancipated by their owner. If they are to be sent to Liberia, it is doubtless for their advantage; if they are to come into Ohio, to lead the life of a large portion of the colored race, their freedom will only be an evil. [Cincinnati Enquirer, 26th.

WHAT THE LADIES SPEND.—"The following," says the New York Express, "is the outside cost of some of the garments of our wives, sisters and mothers. Happily they are paid for, in part at least, by the smiles and charms which are made to set off such costly apparel. We will not now add the costly wines imported by the 'lords and masters' of creation, and which are so much more profitable than even silks and laces:

Merino Shawls	$935,348	Laces (Thread)	$888,552
Silk Piece Goods	14,439,549	Jewelry	352,297
Silk Hose	516,217	Gems (Diamonds, etc.)	70,155
Silk Pantaloons	1,131,462		
Silk Hats and Bonnets	55,187	Total	$18,476,768

DIFFICULTIES AT THE WORLD'S FAIR.—It appears by a letter from Mr. Riddle, the American Commissioner, that things do not go on quite so smoothly at the Glass Palace as was anticipated. These complaints are not confined to Mr. Riddle's statement; but in a letter from London to the Boston Post, it appears there is a difficulty as to who is the rightful American Commissioner, Mr. Riddle, of Boston, or Mr. Stansbury, formerly of the National Institute. A meeting was held on the 26th of March, by the American contributors, for the purpose of considering the causes of complaint, to appoint committees, and, if possible, remove all these unpleasant difficulties. The following are the principal causes of complaint, as mentioned: The regulation for appointing juries for awarding premiums; the rejection of the United States products by the Executive Committee; the distribution of bronze medals, instead of grand prizes in money, as first promised; the rule of charging exhibitors for admission; the charges for decoration, handing, shafting, and the charge, by special custom, of 5s 6d, sterling, for breaking the seals of each package, and finally, the absence of protection of new inventions against piracy.

The Philadelphia Evening Bulletin says on the subject:

"There is much complaint as to the condition of many of the articles sent from this country. A case marked 'Greenough, Pa.,' containing an electrical machine, was completely destroyed. A beautiful model of the New York Exchange, was demolished, and other articles suffered the same fate. Many cases lying unopened in the glass palace were exposed to the water which leaked through so freely during rainy weather. Altogether, the prospect is rather discouraging to "the world" in general, and Americans in particular. The only nation that is likely to be benefitted is John Bull, and he is sure of having a crowd in his capital and millions of money spent among his people, no matter whether the exhibition is a failure or not. It will be rather mortifying if the great exhibition should turn out a humbug, and the "World's Fair" come to be remembered as the "World's Folly."

A large number of Irish immigrant paupers have lately been sent from New York into Boston. They were sent out by their landlord, the Marquis of Lansdown, to New York. Mr. Munroe, the alien commissioner, who always has a watchful eye towards protecting the State from pauperism, has had a number sent back again. About 1200 paupers, principally Irish, are now quartered on Ward's Island, New York, and about 1000 on the Island in Philadelphia; and some 600 on Deer Island, in Boston Harbor.

Latest News from Texas.

By mail, and the courtesy of the officers of the United States steamship Galveston, we have a supply of papers from various towns in Texas. Our Galveston dates embrace those of the 24th.

There is nothing of excitement and not much of public interest noticed in the columns of the papers received by this mail.

The Galveston Civilian, of the 22d, has an article on the quarantine regulations of that city, in answer to an advertisement of complaint by Messrs. Harris & Morgan. It says:

"The city of Galveston, in the exercise of her undoubted right to prevent the introduction and increase of contagious diseases, and of persons liable to become a charge to the city, has established quarantine and health regulations, by which to examine and determine what objects are liable to these objections. Fees are charged vessels and passengers to cover the expenses incident to this arrangement; but a proviso is inserted in the ordinance on the subject, by which vessels are exempted from its operation, by agreeing to pay fifty cents each for all white passengers over fifteen years of age, which sum is appropriated by the city to the support of a hospital, kept for the use of such diseased and destitute persons as may be thus introduced. This arrangement has been cheerfully submitted to by all other parties having vessels similarly circumstanced. Foreigners are taxed one dollar each, for all ages, under a law of the State, on arriving here."

Court House Burned, and Oaken Justice. The Court-house at Petersburg, Lavaca county, was destroyed by fire on the 7th inst. It was supposed to be the work of an incendiary.

Judge Jones, the District Judge, and members of the bar, were present. They determined on dispensing justice beneath the shade of a neighboring oak.

The citizens of Austin contributed 450 dollars to defray the expenses of the steamer Colorado, on her experimental trip to that city.

From the Interior.—The Washington Ranger, of the 16th inst., says heavy rains have fallen in that section, washing the soil in some places and damaging the crops. The same paper says the crops are growing finely, and the prospects of the planters very flattering. The Brazos was very high, and in several places out of its banks. We have a report from travellers that the Brazos was several miles wide at Washington, and continued rising. This intelligence has led to apprehensions of a serious loss of property on the bottom land plantations.

The Chihuahua Trade.—A gentleman who arrived the other day from San Antonio informs us that there were five Chihuahua merchants in San Antonio when he left. Their goods had been transported from the North to Lavaca, and they were waiting their arrival at San Antonio. One of them, Mr. Magoffin, had brought fifteen large wagons of his own, each of which will carry five thousand pounds.

The adoption of the Texas route by these experienced traders, and the advantages which they say it affords, will, most probably, be the means of immediately turning all that vast and profitable commerce, which has heretofore found its way through Independence, into the Texan channel. These merchants state that they can have their goods in Chihuahua two months earlier, every spring, by the Texas route than the other. They can start a mouth sooner, on account of the milder winter and earlier spring of Texas, and they will save a month in the shortness of the road.

Rio Grande Trade.—We notice a communication in the Rio Grande Sentinel, complaining that the steamboats on that river are carrying on an illicit and peddling kind of traffic. It is stated that they often detain their boats, for the purpose of vending a barrel of flour, or purchasing a beef hide. That the merchants are forced to pay license and other taxes, while these boats avoid these burthens by their sly manner of doing business. It is stated that the merchants finally refused to patronize the steamers Tray and McKinney, on this account, while the steamer Comanche is now carrying on the same kind of traffic to a much greater extent.

We learn from a letter to a merchant of this city, that the Mexican authorities on the Rio Grande are now enforcing the collection of duties with unusual zeal and vigilance. On some articles, it appears, that the duties have been greatly increased of late. The duties on beef hides amount to 31 cents each. Matamoros and Camargo are the only points for collecting these duties; and all goods or articles of trade can only cross the river at one or the other of these places. Guards are stationed up and down the river, to prevent smuggling between these points. Higher up the river, however, we believe there are one or two other custom-houses established.

THE ARRIVAL OF SIMS IN SAVANNAH.—The Savannah Republican, of the 21st, announces the arrival of Sims, the fugitive; his deliverp to his owner, and follows the announcement with an able editorial, from which we make a couple of extracts:

"Thomas Sims, the fugitive slave of Mr. James Potter, arrived here Saturday morning, on the brig Acorn, Captain Coombs, and was by U. S. Deputy Marshal Riley delivered over to Mr. Bacon, one of Mr. Potter's agents. He came out in charge of Messrs. Riley, Byrne, Swain and Russell, U. S. Deputy Marshals, and Messrs. Cooledge, Clarke, True and Dolliver, special officers and assistants. This large force was detailed to accompany the fugitive back—not so much, we presume, to prevent a rescue upon the high seas, as to set an example before the Northern people of the manner in which the laws of the land will hereafter be enforced and vindicated. Another object, doubtless, was to satisfy the Southern mind that this particular law shall be maintained and carried out with all the power and dignity of the Government. When viewed in either or both of these aspects, such a demonstration of the majesty of the laws, and the supremacy of the Government, cannot but be highly beneficial in allaying the excitement and bad feeling, unhappily existing to too great an extent, in both sections of the country."

In relation to the "fancy sketch," of his having been bought to be taken back to Boston, the Republican says:

"A story was put forth in Boston, which has since been caught up here, that the fugitive had been, or would be sold, and returned to Boston. We are authorized by Mr. Potter to state there is not the least foundation for the report. He further says he would not sell the slave for any sum, however large, to be returned to Boston. We felt sure from his previous conduct, that such would be his course; and but for the misapprehension which might exist abroad, we should not have thought it necessary to obtain his authority for this flat contradiction."

This flat contradiction deprives the fire-eaters of all the "aid and comfort" they derived from the assertion that Sims could not be taken from Boston until the abolitionists were assured that he had been purchased, and would soon be sent back to the city. They will now find it necessary to invent some other reason to show why the Fugitive Slave Law was not enforced in Boston by the arrest and return of Sims to his owner.

ENTERPRISE OF SELMA, ALA.—The Enterprise, a newspaper in Selma, Ala., notices with justifiable pride the progress of Selma enterprise. An iron foundry has been established there, and all kinds of iron work, from a horse-shoe nail up to a steam-engine, are to be manufactured in it. A portion of the machinery, enough to commence operations with, has already arrived and been put up. Mr. J. P. Perham, the gentleman, we presume, who addressed us here on the Selma Railroad prospects, a short time ago, is manager-in-chief of this Company. Its capital is $22,000, a little more than one-third of which has already been expended for tools and fixtures. When all the fixtures are in operation they will be prepared to put up and set in operation cotton or woollen factories, mill-gearing, or making any kind of machinery the country may require; they will also be able to do all kinds of railroad work. Selma and its neighborhood are developing Southern industry, and active on the march to true Southern independence.

THESE YANKEES.—It appears by the following paragraph, from the Woonsocket Patriot, that some enterprising Yankee will make an honest penny out of the nullifying and seceding temper of South Carolina. With all the preparations for independence, South Carolina cannot manufacture her own arms, but is compelled to go to the very State of which she most complains:

"*Arms for South Carolina.*—Our readers are aware that the State of South Carolina recently appropriated $300,000 for fire arms, for 'defence against Northern aggressions.' A friend informs us that Messrs. Waters, of Millbury, Mass., have obtained the contract for the small arms, to number as follows, namely: 6000 muskets, 3000 rifles, and 2000 pistols. The field artillery are to be made in South Carolina, and the authorities were very anxious that Messrs. Waters should manufacture the small arms there also, but this could not be and get the arms completed within the time allotted by the contract. Messrs. Waters, however, have contracted to establish an Armory in South Carolina after the completion of this order."

NAVAL.—The U. S. sloop of war Decatur, Commander William Greene, is now lying at her moorings, off the Portsmouth Navy Yard, ready for sea, waiting orders.

Telegraphed to the "Crescent,"

[BY MORSE'S WESTERN LINE.]

Weather, Markets, etc.

NASHVILLE, April 28—9 P. M.

For the past week the weather has been changeable, but is now pleasant. The river continues in good boating order, but is falling, and unless there is rain in a short time, it will not allow large class boats to get up.

The cotton market has been unsettled, caused by the recent arrival of unfavorable news from England. The receipts during the week at the several warehouses, amounted to 473 bales, against 364 last week. The receipts since 1st September last, are 34,999 bales, against 37,430 bales at same period last year.

The tobacco market has continued quiet at 3 to 8¾c.

Groceries continue fair at former prices; but little doing in the market.

VICKSBURG, April 28—9 P. M.

The following steamboats have passed this place to-day, on their way to New Orleans:

Mohawk, from Nashville, at 8½ A. M.
Dove, from Little Rock, at 10¾ A. M.
General Scott, from Cincinnati, 11½ A. M.
Pawnee, from St. Louis, 12 M.
Glencoe, from Louisville, 1 P. M.

Parker H. French not Dead.

A correspondent of the New York Herald, one of the original dupes of Capt. French in Texas, wrote a letter a short time ago, giving a full history of his deeds, his reported last engagement, and death. That letter was graphically written and extensively copied. The correspondent has received information, convincing him that he had been misinformed in relation to the death of the desperado, and makes the correction in his next letter to the Herald, as follows:

DURANGO, February 26, 1851

I wrote you from Mazatlan some ten days since, giving you an account of some of the actions and movements of the notorious Capt. French, whose deeds in Texas, and throughout some of the States of Mexico, have given him a reputation as unbounded and unenviable as the noted Monroe Edwards enjoyed. The worthy captain is not yet dead, as stated in my last. After raising a company of ten men at Mazatlan, in the month of January last, he left that place, greatly in debt, and led to the mountains, with a view of attempting the capture of a party of Mexicans then *en route* to Mazatlan, with a large amount of specie. Upon meeting the party, he found their number too great for his small force, and passed on without interrupting them. He had left Mazatlan with a very limited supply of provisions, and was soon compelled to rob a rancho on the road, to furnish his commissary department. He also got some arms from the same place. He likewise robbed several small parties of Mexicans on the road, and, taking all their animals and provisions, left them tied to trees by the roadside. Such are the statements of the rancheros on the route. He met with no resistance till he reached the small town called Echaverea, about forty leagues from this city. Here the people had heard of his acts on the road, and endeavored to stop him. A pretty severe conflict ensued, resulting in the defeat and capture of French and his men. One of French's party (North West by name) was killed, and some four others were badly wounded. The captain himself received a severe sabre cut across the face, and was otherwise badly wounded.

The whole party are now in the jail in this city, awaiting their trial. It is generally thought the entire party will be sentenced to a lengthy confinement in the castle. This, however, is very doubtful. Every one knows that Mexican justice is, and that fine talk and a little money can accomplish any desired result in this country. My opinion is, French will be at liberty in less than one month from this time. He has already succeeded in getting himself separated from his men, and has most excellent and comfortable quarters in a private house opposite the jail. He was yesterday seen promenading in front of his new home, attended by two soldiers. He has not been accustomed to such servants, but seems not in the least dejected or humbled.

Since his confinement he has employed a young Spaniard, who daily visits his room, to instruct him in the Mexican language. He has recently addressed a letter to the Governor, in which he proposes, so soon as he is cleared, to raise a company to fight the Apaches, *a la* John Glanton, whose history and fate are generally known throughout the States. It is impossible to say what fate yet awaits this strange and talented young desperado. I will advise you of the result of his trial.

The names of the persons comprising Captain French's party, are: Parker H. French, North West, John Jones, John English, Francis Lelay, George (negro), Thomas Parker, Wm. Arnold and Peter Floyer. Of these, the three last were badly wounded, and are now in the hospital in this city.

FURTHER ARRAIGNMENT OF THE ALLEGED RESCUERS OF "SHADRACH."—In the U. S. District Court, Boston, (Judge Sprague,) on the 19th inst., Elizur Wright, Joseph K. Hayes, Robert Morris, Lewis Hayden and John Scott, recently arraigned on indictments containing fifteen counts each, charging them with aiding and abetting in the rescue of Shadrach, the fugitive slave, were further arraigned on a new count which has been added to their several indictments.

Thomas P. Smith and John P. Coburn had previously answered to the same. All the parties pleaded not guilty, as in the first instance.

The new count is not framed upon any of the provisions of the Fugitive Slave law, but upon the act which has long been in vogue against rescuing prisoners from the custody of United States Marshals. This will probably obviate the necessity of going into the question, at the trials, whether Shadrach was a slave or not, and consequently whether or not he was legally in custody, etc.

The commencement of the trials, as we have before stated, has been postponed till the 27th May. This was done for the accommodation and at the request of the counsel for defence.

EARLY CRIME.—Gov. Wood, of Ohio, pardoned out of the State Prison lately, a boy of ten years, who had shortly before been sent there from Cleveland, for firing the stable of one of the citizens, at the instigation of other boys older in years and crime. Think of a boy only twenty-one and a half inches in height, and fifty-four pounds weight, a criminal in the State Prison—among hundreds of aged and hardened villains, who have run a career of all the crimes in the calendar! He could neither read or write, but he was an "old un" in profanity, and could puff a segar with a perfect *abandon*. The pardon came from the Executive with commendable propriety. The condemnation of such a criminal could not be censured in the Court; but the negligence of the people of Cleveland, in not providing a House of Refuge, where all such vagrant boys could be restrained, and often reformed, is a matter which cannot be so easily defended.

"ITEMS" IN OREGON.—A late number of the Oregonian, contains the following specimens of the resplendent manner in which the local items of that paper are written:

Launch of the New Wharf-Boat.—The morning commenced most beautifully. The glittering rays of Phœbus shone upon the snow-capped summit of Mt. Hood, which reflected the silvery light into the valley below—the wild beasts of the forest hied from their lair, and nature's children walked forth at early dawn to enjoy the mild and lovely temperature of the pure and life-giving atmosphere and reflect upon the great event which was about to transpire.

WEALTH OF BOSTON.—The following persons in Boston are taxed for over $500,000:

Samuel Appleton	$502,500
Nathan Appleton	547,000