Amusements—This Evening.

PLACIDE'S VARIETIES.—The Dumb Belle—Le Diable a Quatre—Sarah.

Auction Sales—This Day.

J. H. WETHERTON will sell at 12 o'clock, at the St. Louis Exchange, Real Estate.

J. L. TAYLOR & Co. will sell, at 10 o'clock, at St Charles Street—Stores, Shares and Bitumen.

SPENCE, RYAN & Co. will sell, at 11 o'clock, at St Magazine—Mules and Family Groceries.

Meetings This Evening.

WASHINGTON BRIGADE, No. 1, at Crystal Forest Hall, Tchoupitoulas street, at 8 o'clock.

PACIFIC DIVISION, No. 6, at the new Temperance Hall, St Charles Continued, at 8 o'clock.

Daughters of Temperance.

OLEANDER UNION, No. 1, at No. 5, Masonic Buildings, Third Municipality, at 4 o'clock, P. M.

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

LIBERAL DIVISION, No. 17, at the new Temperance Hall, St St. Charles street, at 10 o'clock.

The Daily Crescent.

OFFICIAL JOURNAL

of the Council of the Second Municipality.

NEW ORLEANS:

SATURDAY MORNING, JUNE 14, 1851.

See First and Fourth Pages.

The Weekly Crescent

Will be issued at an early hour this morning. In it will be found sketches, poetry, and the news of the day from all parts of the world. Copies may be procured at the counter, and at Morgan's Literary Depot, Exchange Place.

THE HEALTH OF NEW ORLEANS.—We regret to observe in our exchanges statements that the cholera is prevailing here. This is entirely unfounded, and doubtless the impression has arisen from the fact that this disease has made its appearance on boats during the up river trips. But this is owing to the boats in the St. Louis trade being loaded with emigrants as deck passengers. During this hot weather, and with their imprudence and neglect, it is no wonder that disease breaks out and sweeps off these poor creatures. It is hard that New Orleans should bear the evil repute from this cause.

The Manufactures of New Orleans.

We publish to-day a communication from a practical mechanic on this interesting subject. There are but few cities which have been built up exclusively by commerce. Liverpool is the only city which, in modern times, has attained great importance from this alone. London is one of the most important manufacturing cities in the world. Amsterdam, though much of its commercial importance is lost, finds employment for its population in manufactures. To come nearer home, Philadelphia has but a trifling foreign commerce, its chief source of wealth is in its manufactures. Boston, though not in itself a manufacturing city, is the mart for the industry of the New England States. It is the sales-room of the principal manufacturing region of the United States. There is no good reason why they should not succeed here. The cost of all the necessaries of life are much cheaper here than in New England. House-rent is the only item exorbitantly dear. But on the opposite side, or at Carrollton, lots can be purchased cheaply and buildings erected on reasonable terms. Why should not wagons, carriages, harness, the different forms of iron, cottons, shoes, paper, leather, be made in New Orleans or its neighborhood as well as any where else? Ships ought to be built—the timber is here in inexhaustible quantities. This city requires a resident population; to obtain this, encouragement must be given to manufactures. Then there would be no long summer vacation, when all business ceases, but the hum of labor would be heard throughout the year, and the population connected with this branch of industry would have neither the time nor leisure to abandon the city for half of the year. Absenteeism is one cause which operates against the city. The money which is carried away and expended abroad every year, if kept here would add vastly to the aggregate wealth of New Orleans. Such a population becomes identified with its fate. The merchant who has his fortune in his port-folio, can change his home at any day; he has no pecuniary bonds to attach him here. But the man who has invested his fortune in a manufactory of any kind, is bound by the strongest ties to that spot. On every account we should foster every attempt made to introduce any new art, or to extend those already in operation.

The Supreme Court adjourned yesterday, after a long and laborious session of eight months. No court in this country does half the work performed by the judges of the Supreme Court of this State. They have decided during the session, over five hundred cases, many of them involving intricate questions, growing out of the Civil law, and requiring painful research in the pages of the Roman jurisprudence. But this is not all—such labor as this, is a pleasure to the well-read lawyer, but under our present system, they are made supervisors of juries on questions of fact—thus degrading both the character of juries and judges. Our Legislators have borrowed the jury trial from the Common law, but they have been afraid to trust the juries with the power of deciding, even on facts. Not content with the power of the judge who presides over the deliberations of the jury to grant a new trial; the judges of the Supreme Court are made an appellate tribunal to review them! And thus half of their time is wasted in reading contradictory evidence—the crude opinions, and the thousand questions affecting only the particular case, and calling forth no legal principle. So long as we remain connected with the press, we shall, on all suitable occasions, call the attention of our readers to this absurd and injurious system.

The judges will re-commence their labors again in August, when they visit the country districts, beginning with Opelousas, touching at Alexandria, and finally at Monroe. A delightful journey during the summer months.

DEPARTURES FOR MOBILE AND THE WATERING PLACES.—The following boats leave this day:

Florida—For Mobile, via Bay St. Louis, Pass Christian and Pascagoula, 12 o'clock M. cars.

St. Charles—For Mobile, touching at all the watering places, 10 o'clock A. M. cars.

California—For Biloxi, via Bay St. Louis, Pass Christian and Mississippi City, 5 o'clock P. M. cars.

The Rev. N. G. North requests us to state that his hours for public service are changed for the summer—at Bouligny, to 10 A. M., and at Thalia street, to 5 P. M. A forenoon Sunday school, with good libraries and faithful teachers, at each place.

NEW MUSIC.—We are indebted to W. T. Mayo, for the "Temptation Polka," composed by Strakosch.

LUNCH AT THE SHADES.—There will be a most sumptuous repast served up at the popular resort to day, at 11 o'clock.

The hotel at the Bay of St. Louis, under the management of C. Lewis, will be opened to-morrow. This house is too well known to the frequenters of our Southern retreats to require any commendation from us.

THEATRE VARIETIES.—The seekers for amusement this evening have excellent provision made for them by M'lle. Duret, who appears in two pieces—"The Dumb Belle" and the drama of "Zara," which went off with so much *eclat* the other evening; this, however, will be the last time it can be performed. Charles, and the whole company, will appear in both pieces and the favorite bal at of *Le Diable a Quatre* will be performed for the first time. A more varied entertainment would scarcely be invented—it must prove attractive.

SUPREME COURT.—Rehearings were refused in the Russia and Forged Check cases. In the last, opinions were delivered by Judges Rost and Slidell.

NAPLES.—The official journal of the Two Sicilies, publishes a statistical account of the population of Naples up to the 1st of January, 1851. The total number of inhabitants amounts to 416,476 souls, viz: 203,483 males, and 212,992 females.

HONORARY.—The Paris Geographical Society have conferred a diploma on Colonel Abert, Chief of the Topographical Engineers.

In Hungary, the law of divorce appears to be very frequently resorted to, since we find that in one year, 1850, there were 2958 cases decided, 2112 of which were determined in favor of the women, and only 765 on the side of the men. There were but 81 instances out of the whole number of suits tried, in which both parties were declared to be in fault.

The Manufactures of New Orleans.

Eds. Crescent—The suicidal policy evinced by some of the lawgivers of this Municipality, induces me to offer a few remarks on what some persons consider nuisances, namely, the erecting and use of steam engines. The doing of this is immediately seized upon by those who cannot by any means see a nuisance in any other shape. As proof of this short-sightedness, not many years since, an Alderman let off much *gas* in putting down a blacksmith-shop; and at the same time he was connected with a storehouse in a central part of the city, where, during the whole summer, stinking hides were going in and coming out, and it is still going on without let or hindrance; for, as it is connected with commerce, it is of course no nuisance.

As the "hand-writing on the wall" says plainly that commerce is passing away, it behooves those who wish well to the city, to fill up the void by encouraging other branches of industry.

Having sojourned for a time in twenty-four States of the Union, I speak advisedly when I state, that honest industry is more restricted and hampered in the city of New Orleans than any other place out of it.

In my boyhood the city of Philadelphia was second in commerce, and I believe it now rates as the fifth in a commercial view. How this change occurred, it is not necessary to explain here. Well, commerce, and the many branches of business attending upon it, almost became extinct, and the ruin of Philadelphia was predicted; yet, she has gone on increasing in wealth and population, outstripping other cities which at one time stood before her. The first cause of the reaction is due to the mechanical and manufacturing branches carried on within the city and around it; next followed railroads, another element of her success. Workshops are dotted over every part of the city where the rent and location are eligible for business. I for years knew of a turner of wood whose shop, where steam power was used, was located along-side of the family residence of a millionaire, who never thought of his neighbor's business being a nuisance. If such had been the case here, how many parvenues sensitive nerves would be affected by the *nuisance!!* And with the aid of the honorable Council, they soon would have had the satisfaction of driving him and his business away.

At Philadelphia, the *right* of the citizen to follow his business having never been interfered with, the result is, that if you travel much, or even here, you may see articles fabricated in the very heart of that city. There chemical factories, sugar refineries, soap, candle and marble factories exist in the city proper; here they are nuisances even in the swamp. If there was consistency in this war against steam power, it would be very well; for no one could complain if the "same sauce was used for the goose as well as the gander;" but let a steam engine be erected near the Levee, and its smoke is a nuisance right off, and yet every day masses of smoke pass into the city from the chimnies of the steamboats; and I believe that the chimney of a certain eating house was called a nuisance, when, if the truth was known, the most of the smoke complained of came from the steamboats.

Almost every dwelling house in this place may be considered a nuisance, as any nasal appendage will confirm; and although this could be corrected with a decided benefit to the health of the place, yet it is overlooked by the Solons of the city. Few mechanical branches can be made remunerative, except by the aid of steam power, and unless this is allowed, many persons will not enter into business at all, to the loss of the city. As there will soon be a new batch of Aldermen made, I hope they will have sense enough to lay the petitions of these "old women" on the table, or else appoint a committee to examine into the habits and actions of the signers thereof; for I hold it to be true, that there is no one person in the city whose business or habits is not considered a nuisance by others, and, consequently, if all had their way, it would soon be depopulated. Respectfully, A. C. J.

Land Reform ... Meeting in New York. A New Political Movement.

A large meeting of land-reformers was held in Tammany Hall, NewYork, on the evening of the 3d inst. It came off after much preparation, and was intended to be the effective demonstration of the strength of a new and powerful party, who are to establish a great people's platform for the Presidential canvass of 1852, with the flowery and attractive motto—"*Homes for all!*" Let democrats and whigs, who will not give "Homes for all," stand aside. The work has began, and vigorously will the campaign be carried on. This is the latest grand movement of the undying Hunker section of the democracy of New York over which barn-burning "superior enterprise" has, for some time past, been crowing most lustily. It has struck terror into the ranks of the barn-burning democrats, and paralyzed their leaders, by this first well prepared demonstration. It has created a necessity for new issues and new combinations among all the democrats of NewYork, who, for a long time past, have been panting for place, power and presidential patronage, under the influence of some old party *prestige* and banded strength on the one hand, and of some black-mouthed abolitionism on the other. It will bring on its immense platform, at once, nine-tenths of the genuine rank and file of the John Van Buren multitudinous army. Not one of these ever owned a slave, and all of them hurrahed for John when he gave them good democratic doctrine to abolish slavery; but now they have a far more valuable hobby, and as few of them ever owned a home, their shouts will rend the air as they now listen to the orators, during the coming Presidential contest, giving, in prospect, "Homes for all."

It will be no secret to those who have studied the "men and measures" of Tammany Hall for many years, what the strength of this new reform party is destined to be, when they observe the names of the men who have manoeuvred to put it forward with so much popular odor, and the arrangements of their opening night. The President of the meeting was William Jay Haskett, the Secretary was Dr. Ingraham, formerly editor of the Globe, and among the thirty-eight Vice Presidents and nineteen Secretaries, selected to represent every ward in the city of NewYork, flourish the names of Florence McCarthy, William B. Maclay, John O'Connor, Elijah F. Purdy, and many more great chiefs in Tammany during the halcyon days of pure and invincible hunkerism. Letters were read at the meeting from Hon. Andrew Johnson and A. O. P. Nicholson, of Tennessee; Hon. James D. Westcott, late U. S. Senator from Florida, and Isaac P. Walker, of Wisconsin. Several speeches were received with deafening applause. Resolutions for "homes for all" were adopted with the most satisfactory quantity of enthusiasm, and Isaac P. Walker, of Wisconsin, was unanimously nominated for the Presidency in 1852, subject to the decision of the National Convention. "Walker and Wisconsin" is now the rallying cry in NewYork.

The U. S. mail steamship Cherokee, Captain Windle, left this port on Friday morning, the 13th inst., at 8 o'clock, with the following passengers, for NewYork, Havana and Chagres:

FOR NEW YORK—Major J P Heus and lady, Major Harris and family, Mrs Gould, child and servant, W Valentine and lady, Mr Drummond, lady and child, W K Henry, lady, three children and servant, Mrs Hess, six children and servant, Miss Hanson, Miss Dermott, Mrs Tuttle, Mrs U Smith, F Victor, Miss Rickes, Mr Parker, R W Troth, M R Ariel, lady and child, S T Cowen and lady, Miss Adler, Colonel Alarcon, Mr Galody, G W Holmes, W F McLean, Mrs T J Stewart, two children and servant, Mr Beaumont, Mrs Allen, Mrs Davis, Mrs Paine, J B Lambert, M Seigner, F T Covert, H G Klint, E Hobart, H Harby, Mr Van Ostrom, W Baldmore, Geo S Kauter, lady and sister, Mme E Duranteau, daughter and two servants, Miss H Hachapelle, Mrs R Post, child and nurse, Miss E Dean and nephew, Mrs I W Arthur, daughter and two children, Robt Abbott, two children and nurse, Jas Dameron, lady, child and servant, Mrs E Pease, Miss H Tufts, Master William Tufts, Mr and Mrs Hall, Col Mudge, Mme Dellinantaand, Mrs Lacey, Mrs Buckley, two children and servant, Mrs Clarke and child, Miss E C Baldin, Mrs Cook and child, Miss Curtiss, Mrs Curtiss, Charles Davis, Miss Bremer, S Jacobs, Miss Forgnet, Mrs Newell, Mrs Masmont and two children, Mrs Bourge, E Tougeras, Cherubini, F Marsu, A Andrade, J M Wampler, U S Surveying, S E Pullain, W Gould, A Roul, Thomas Bailey, T Clinton, H M Weddell, Mott, Miss M E Dawson, Mrs Ward and child, J Curtis, M Howland—and 21 in the steerage.

FOR HAVANA—R Sanchez, J Sanchez, L Duvigneaux, J B Basche.

FOR CHAGRES—H Wilkinson, J Berger, H Wheeler, J Rivsit, R Dobson, C C Garrett, Wm H Brady, D Wilson, French, J V Perez, A S Kackett, H A Davis, A B Hertz, Mr Berger, A Johnson, lady and child, Mrs G F Odin, Mrs McLaout and three children, Mrs Lockett and servant, Mrs C Valentine, Mrs Wheeler, Mrs Clarke, Miss McGetty, J D Phillips, Murphy, lady and child—and 72 steerage.

ST. LOUIS QUARANTINE GROUND.—The St. Louis Republican of the 6th inst. says that the crowd of emigrants at Quarantine, near that place, is so great that it is not possible to house them all.

HEALTH OF ST. LOUIS.—The papers say that there is little sickness in St. Louis excepting among the immigrants.

Speech of the Hon. B. B. Payne,

At the General Council Meeting, on Thursday Night last.

Mr. Payne on rising, said that in offering the ordinance for the establishment of a system of daily wharfage, he would preface his motion with a few remarks, which he hoped the Council would listen to with patience and attention, as they would be important to the interests of the city. Under the existing law, it was well known to him, to members of that Council, and to all captains of vessels trading between New Orleans and other ports, that vessels were often called upon to pay unjustly under the present wharfage system, and that they had to pay dues for sixty days, although they only stayed in the port ten or twelve days. He was of opinion that they had no more right to charge vessels for a longer period than they stayed at their wharves, than the boarding-house keeper had to charge his boarders for sixty days, when they only stayed ten. Under the ordinance now in existence, vessels had been so taxed that it was not to their interest to remain in the port, not even to be repaired, and hence the live oak, which grew at their own doors almost, had been taken North to build and repair vessels; which work could equally as well have been done here, and would have contributed to the building up of the interest of the city. But the vessels could not lie here, the expenses of the port were too great for them, and the ship building and repairing trade had been forced to the North. In the proposed change, he wished to have it understood, that at the end of sixty days, no wharfage dues would be required, unless the vessel was in actual occupancy of a wharf.

But the more important fact which had led him to draw up this new wharfage bill, was the present condition of the commerce of the city. He admitted that some persons were of the opinion, that the commerce was on the increase, and he wished that such was the fact; but, he was sorry to say, that the pile of papers he had before him would show that it was not, and that the commerce was yearly diminishing. He had made a record of the commerce of the port of NewOrleans for the last four years, and had found that great alteration had taken place, and this record, or statistical account, he would read to the Council, as follows:

From the Custom-house, we learn that there arrived from sea, the past four years:

	Ships and vessels.	Tons.
From April 1, 1847, to March 31, 1848	3127	903,951
From April 1, 1848, to March 31, 1849	3024	882,723
From April 1, 1849, to March 31, 1850	2434	827,697
From April 1, 1850, to March 31, 1851	1918	719,831

Showing a diminution of 1108 ships and 197,030 tons of tonnage.

The steamboat arrivals

In 1847 and 1848 were	1077
In 1848 and 1849 were	1080
In 1849 and 1850 were	784

Showing a falling off of nearly 100 steamboats, annually, while flatboats, in the same time, fell from over 3000 to less than 700 the last year.

With these facts before them, it was plain that NewOrleans, instead of occupying the position as a commercial city, that her great natural advantages entitled her to, was fast falling off. And the decline of her prosperity was as perceptible in the enumeration of her population, as it was in the reduced number of ships visiting her harbor. The census of 1840 showed her to rank as the third city in the Union in point of population. NewYork then stood first, Philadelphia second, and NewOrleans third; but now, according to recent records in the Marshal's office, she was the seventh city with regard to her number of inhabitants. That matter, taken in connection with the changes in her commercial prospects, ought to arouse her inhabitants, or they would soon lose the proud title the city enjoyed, and she would no longer be called the Queen City of the South. He would proceed to show the causes of this declension; and he wished to be understood that his object was not to censure the gentlemen filling the places to which he should have occasion to advert. The offices they filled were created by law, and no blame could attach to them for filling them.

The law, as it now stands," gives to pilots $2 50 per foot for all vessels drawing ten feet of water and under; all over that, $3 50 per foot, in and out of the Mississippi." According to the annual statement of the Price Current for 1848, 1849 and 1850, there arrived in these three years:

3295 ships of an average, say of 19 feet, $3 50 per foot, in and out	$165 each	$274,675 00
189 steamships	165 each	31,185 00
1321 barks, 17 feet	91 each	120,291 00
1199 brigs, 11 feet	77 each	91,523 00
1917 schooners, 8 feet	40 each	76,600 00
7921 vessels. Pilots' fees on same, by law, for 3 years		$613,134 00

By an accurate calculation of the exact tonnage of the vessels for one year, we find the ships to average 608 tons each; barks, 363; brigs, 197; and schooners, 104 tons. The towboats receive them from the pilots, and, according to their published rates, (1850,) these ships paid towage up to the city, as follows:

3295 ships, 608 tons each, $300 each ship	$910,500 00
1314 barks, 363 tons each, $192 each barge	252,288 00
1199 brigs, 197 tons each, $102 each barge	122,298 00
1917 schooners, 104 tons each, $100 each schooner	191,700 00
And down in the bar:	
3295 ships as above, $185 each ship	$609,575 00
1314 barks, 363 tons each, $120 each barge	157,680 00
1199 brigs, 198 each	59,900 00
1917 schooners, 104 tons each	49,900 00
Total gross towage	$2,367,281 00

The towboats deliver them to the harbor-masters. The law regulating harbor-masters' fees reads as follows:

"Three cents per ton is allowed the harbor-masters for every ship or vessel that may enter the port of New Orleans, and load or unload, or make fast or sail from the limits of said port; provided, the same do not extend to chazes, flat or keelboats."

These same three years there were—

In 1848	tons, 905,951
In 1849	tons, 882,723
In 1850	tons, 827,697
Total	tons, 2,617,311—at 3 cents per ton, $78,519 33

Of steamboats, there were—

In 1848	arrivals, 1077
In 1849	arrivals, 1080
In 1850	arrivals, 784
Total	2941
Equal to 2,616,591 tons, three cents per ton	$78,509 73
Harbor-masters' fees for three years	$156,352 06

The harbor-master now hands them over to the port-wardens. The law regulating port-wardens' fees reads thus:

"Port-wardens are authorized to demand and receive from each vessel arriving in port, from sea, five dollars, whether they be called on for any service or not."

But this gives them, as well as the harbor-masters, fees for all the services they may be called upon to perform, besides the rates here set down. This sum of five dollars on those 7335 vessels, for nothing, in the same three years amounts to $36,625.

The port-warden now turns them over to the hands of the collectors of Levee and wharfage dues, and

in the same three years they collect	$941,973 35
To this let us add the pilot fees	613,134 00
The towboats	2,367,281 00
Harbor-masters	156,352 06
Port-wardens	36,625 00
Total	$4,095,365 41

To this we must add the following additional allowances: Pilots are allowed extras by law; towboats are allowed extras by regulation; harbor-masters, extra by law; port-wardens, extra by law; and, when all these extras are put on, we safely suppose this enormous sum is swelled to $4,500,000 for the three years, being an average of a million and a half of dollars annually levied on our commerce to get to our wharves.

He would ask if it was a matter of wonder that the commerce of the city was leaving her, when such heavy charges were upon it, or that Charleston or Mobile should be complaining of these charges on shipping at New Orleans, and giving that as a reason why those ports were better adapted for trade. Charleston was already beginning to draw off this trade, and one of the strongest reasons for building the Charleston and Memphis Railroad, was the argument that it would deprive New Orleans of 300,000 bales of cotton per annum, and would tap the commerce of the Mississippi River. They allege that Western produce will go that way, and not come South, because the dampness of the climate of New Orleans was not so well suited to the produce of the West as the climate of Charleston, and in time that that will become the great emporium of Western, and part of the Southern trade; and all these calculations were made upon the fact of our heavy port charges driving commerce from our shores, and from the supposition that they will remain as they are.

A gentleman held a conversation with him a few days ago, who had twice loaded his vessel with cotton at this port for Liverpool. On his last voyage, the ship was sent to load at Mobile, and she had stowed away 250,000 pounds of cotton more than was ever stowed in her at this port, and yet the expenses were but a fraction above one-third of what they would have been, had she loaded at New Orleans. This was a matter of vital importance to the inhabitants of this city, for notwithstanding their natural advantages, the sister city of Mobile had risen and become the natural rival of New Orleans, and was decrying her for her heavy port charges. Apalachicola, a place of so little importance that it is scarcely worthy of a place on the map, is growing by our short-sighted policy; and Savannah and Charleston, emboldened by our blindness, are sending their avenues of travel and of carriage, to the very banks of our river, and into the centre of our valley, and these ports promised to supply a return trade for that which we should be robbed of, amounting to more than seven million of dollars.

When Governor Jones addressed the citizens of New Orleans, upon the subject of the Memphis Railroad, he stated that it would bring cotton from the east of the Mississippi, for some distance, to be shipped to New Orleans; but he has since gone to stir up Charleston and Carolina, and there he had told them that the same line would cause the cotton to go to Charleston. But when that gentleman told them in the Commercial Hall that cotton of the same quality was worth one-half a cent more in Charleston than it was in New Orleans, he (Mr. Payne) thought he was mistaken; but he was sorry to find that he was not, and it was his opinion that next year it would be one-fourth of a cent higher in Mobile. As long as we continue these port charges we are offering, as it were, a premium to vessels to go to other ports in preference to our own, and we are also offering a premium to planters to send their produce to other cities.

If they were to separate the commerce of New Orleans from the city, what value would they put upon their property? Was not the value of all the property in the city dependent on commerce, and did they think that this property would be sacrificed without a struggle? No reason could be offered for their killing themselves, or for their thrusting their commerce to destruction. If he could not stand without leaning on the man who supported him on the right, and he were to take a knife and stab that man, would he not be injuring himself? and if he killed him, would he not be completely prostrating himself? So it was with them; the more they stabbed their commerce through, the worse they would become; and the present complicated system of wharfage dues and port charges, was weakening our commercial powers, and driving commerce, by its fatal thrusts, from our shore.

He understood that the law required the Harbor Masters, when their fees amounted to more than a certain sum, to pay the excess into the treasury; but he had never been able to discover that any portion of the fees had found its way to the treasury. He (Mr. Payne) had received a certificate from the present State Auditor, Mr. Bordelon, stating that nothing at all had been paid in from the Harbor Masters, during the time that he had been in that office.

The law provides that three cents per ton should be collected from steamboats, but he had been told that this was not collected by the collectors. He did not know for what reason, but perhaps the collectors could not be made to exact so impudent a demand, yet this was the law. The rate of wharfage he had fixed of one and a half cent per ton upon sailing vessels, for every day they remained at the wharves; of two and a half cents for steamships, and two cents for steamboats, had been based upon proper calculations, and taking the difference of time of staying in port, and making voyages, which is found on the side of sailing vessels, this arrangement of tonnage dues will be found to be placed nearly upon an equal footing, with regard to steamships and steamboats. The expense of maintaining all the wharves in the city of New Orleans during last year was $155,000, and he held that the only true principle of wharfage was, to pass a law which would not exact or collect more money than was required to supply the cost of keeping the wharves in order. By this system, which he advocated, the amount of $211,000 would be raised in a year, to defray these expenses, and he was sorry that the port could not be relieved of the whole of it. He referred to this subject that property owners might be informed of these things, and prepared to make a move before they saw the value of their property reduced, by neglect of the commerce of the port.

The revenues collected for this year would be much less than those collected last year, but they would be amply sufficient for the purposes of wharfage, and rather more, according to estimate, than would be required.

With regard to the payment of Pilots, he had no objection to a reasonable remuneration, as they were a very useful body of men, and quite necessary to safe navigation; but he did object to pay them such fees as would injure the commerce of the port. They had no power to interfere with the tonnage, especially with that class of towboats which met vessels outside the bar, and charged high rates for bringing them to anchor in the river, but competition should be invited, and these charges would be reduced. They ought to be relieved of the Pilot monopoly, and he thought some plan might be adopted for dispensing with the use of boats outside of the bar, and only calling them into requisition when vessels were in or in the river. He next came to the Harbor Master, and he wondered why the Wharfinger could not do his duty, and save expense. Then there was the Port Warden, who had the privilege of demanding five dollars from each vessel coming to the port, whether his services were wanted or not.

He would ask property-owners to look at these things and reflect, and they would see that all these charges which were laid upon commerce, came out of the pockets of the property-holders of the city of New Orleans, and would, in the end, be as sure to reduce the value of property, as it would tend to raise the rate of taxation. He contended that the port charges of the city, during the last six years, would have been sufficient to pay off the heavy debt which is now resting upon it. He hoped the citizens would husband their resources, and foster their commerce, and not squeeze the blood out of it, or act the part of the Grecian fool, and kill the hen that lays the golden eggs. Let them hold on to their commerce, and strip it of all extra taxation. He would be glad if he could come to the conclusion, and be sustained by that Council, to take off every dollar of taxation upon commerce for the next three years, and remit the dues of every class of vessels, from the steamer to the flatboat. It would be to their interest to do it, and he believed it would be to the interest of New Orleans, if she were to demand that her commerce should be stripped of every burden. See how, in ten years, she had changed her rank, and been reduced from the third to the seventh city in the Union. This was enough to put any Southern man to the blush, when the great Emporium of the South so greatly on the decline. He alluded to Rome, and compared her Empire like an item to the vast confederation of America, and yet, in that important confederation, New Orleans was retrograding.

No city in the world had more natural advantages than that, but they were acting with them like the son and heir of a rich father, who went on with his thoughtless revelry, without being prepared for the reverse. And they had been going on in a similar manner, until they had a sister city rising up, and becoming a rival to them in their commerce, and until a small village, 700 miles off, was then rising out of their spoil. They had revelled with their natural advantages, till they had raised the ire of their best customers, and surrounding nations were now trying to strip them of those advantages, by stealing their commerce. Would they stand quietly by, and see the flag that stood at the head of the commerce of the world dishonored? He trusted they would not, and he hoped there was not one present, but what felt it his duty to act promptly for New Orleans. Exposés like these would tend to arouse the capitalist, and to make him take all moral means for the purpose of benefiting the city; and they would also cause every one to take an interest in upholding their commerce, who had the good of the city at heart. He had lately asked a number of captains of vessels if they knew of any of their friends who had left off coming to this port, and the first one knew of four, while every other seaman he asked knew of from one to six, who said they would not come to New Orleans, because they were so eat up with expenses. He pressed the Council to pass the ordinance, that evening, that it might go into operation on the first of July, and then resumed his seat amidst applause.

"SLAVE CASE IN CLEVELAND.—Miss Minor, a resident of Louisiana, is travelling east, accompanied by her slave Mary. While in Cleveland last week, a writ of *habeus corpus* was granted by Judge Atkins, directing her to show cause why she detained or restrained the liberty of her servant. She refused to appear or answer, and the court discharged Mary, saying she was at liberty to go where she pleased. The servant said she had been kindly treated, and returned to her mistress. This did not please the colored people, who were determined to force freedom upon her, whether she was willing or not, and for that purpose caught hold of her clothing as she went on board the boat. An officer interposed, and she was permitted to accompany her mistress without further molestation. Miss Minor, it is said, is willing to free her servant, whenever the latter chooses to leave her."

The above we find in the New York Tribune, without credit or comment. The acting Editor of the Tribune has not the manliness to denounce these outrages on a Southern lady, from whom the black-hearted villains of Cleveland tried to *steal* a devotedly attached servant, whose only happiness was to administer to the comforts of her mistress. The Tribune Editor's attachment to the negro race is so *strong*, that even a white lady, at a distance from home, may be mobbed by abolition thieves, and his sense of decency has not keenness enough to be offended. Shame!

FALL OF BUILDINGS IN ST. LOUIS.—The St. Louis Intelligencer of the 6th instant, says that, on the previous night, the stone columns in the cellar of the four story fire proof building No. 23 Levee, between Olive and Pine streets, gave way, precipitating the floors from the roof to the basement into the cellar, and rendering the interior of the building a perfect wreck. The columns supporting the first floor, which were but poorly constructed, had been weakened by the water in the cellar, and even as early as yesterday gave signs of giving way under the weight they supported. The building was occupied by Messrs. Squires & Reed, iron merchants, and Carson & Duane, produce dealers, in the second story. At the time of the accident, Mr. Carson was seated in his office, and barely escaped by the front door, when the whole interior of the building came down with a fearful crash. Peyton Randolph, a young man in the employ of Squires & Reed, had even a more narrow escape. He was engaged with a customer on the first floor, and being warned of his perilous situation by the rattling of the iron overhead, he first started for the front door, but the front part of the floors falling first, he fled to the back of the store, and after some time was taken from the basement on Commercial street, covered with dust, but fortunately only slightly injured. The customer made the front door safely, under a shower of timbers and bar iron.

The steamboat Atlantic was sold at St. Louis under an execution, on the 5th inst., for $15,000.

Telegraphed to the "Crescent."

[BY MORSE'S WESTERN LINE.]

SERIOUS RENCONTRE.

BATON ROUGE, June 13.—A serious rencontre occurred here this morning, between Henry Ridding, a bricklayer, and Samuel Oldfield, in which the latter was shot through the neck. The cause of the attack, on the part of Ridding, as stated in his depositions before the Mayor, was the abuse of, and insults given, his wife, by Oldfield. At last accounts, Oldfield was dying. Both have families living in Baton Rouge.

TUPPER'S WORKS. Philadelphia: E. H. Butler & Co. 12mo, pp. 448:

This is the first volume of a series which is to embrace all the works of this pure writer. The edition is handsomely got up, and will do no discredit to the author. We are glad to find him so well appreciated in this country. For sale at Ball's.

THE FREEMASON'S MANUEL, A Companion for the Initiated, through all the Degrees of Free Masonry, etc. By Rev. K. J. Stewart, K. T. Philadelphia: E. H. Butler & Co., 12mo, pp. 321:

This appears to be a very complete work on the different degrees of Masonry. It is embellished with numerous wood cuts, illustrative of many of the symbols of the Order. For sale at Steel's, and at Ball's.

MAINE.—From the Treasurer's report we gather the following facts:

Receipts from all sources	$436,196 30
Cash on hand from previous year	125,924 07
Total	$562,120 37
Disbursements	507,456 30
Balance in Treasury	$44,670 07

The sales of the public lands for the year have been $137,166 10. The amount of public land is is 1,700,000 acres. The debt of the State $815,373 37.

SENATORIAL ELECTION IN CONNECTICUT.—We furnished, some days ago, the ballotings as received by telegraph, and the adjournment of farther ballotings till yesterday, 13th inst. We now have some particulars. The number of whigs who voted in the ballotings of the 4 h inst. was larger than the number of democrats, yet Seymour, the democratic candidate, had a larger vote than Roger Baldwin, the free-soiler, who opposed him as a whig. The whigs generally voted with their party candidate, although, we trust that, ere this, they have repented of it; but a dozen or fifteen whigs refused to vote for an abolition or free-soil candidate. They cannot be influenced to vote for Baldwin, and the whigs now talk of another candidate. James Dixon is named, and also Judge Storrs, whose opinions on free-soil are not known. The whigs have the Senate, and the democrats cannot elect any one. It is probable there will be no choice this year.

PENNSYLVANIA.—The nominations for Governor and Canal Commissioner of Pennsylvania, never before caused such wide-spread and violent excitement, as during the preparations for the convention at Reading in that State, in the beginning of this month. The editor of the Pennsylvania Statesman, in a letter to his paper, says that some idea of the influx of people into Reading may be gathered from the fact that, notwithstanding the unbounded hospitality of the citizens, and that every hotel was crowded, from cellar to ceiling, hundreds of ardent politicians had to wander about the streets all night for want of lodging. These night wanderers, perhaps, had elbow room in their peregrinations which would be something new to them, as the editor of the Statesman says that the immense crowds rendered the streets totally impassable during the day.

PENNSYLVANIA.—Mr. Seth Clover has been nominated for Canal Commissioner by the Reading Democratic State Convention.

SALT LAKE MAIL.—This mail, under the charge of Mr. W. H. Arnall, reached Independence Missouri, on the 20th May, having left Salt Lake City on the 1st of April. Mr. A. left Independence on the 1st of December, in charge of the mail, and until his return, was generally supposed to have perished in the mountains during the winter. But he succeeded in getting through, performing one of the most perilous trips ever accomplished by a human being, and reached Salt Lake City on the 7th of March. At one time he lay near the Pacific Spring for a period of seven weeks, where it snowed upon him for seventeen successive days and nights. Four of his mules froze to death, but by close attention he succeeded in keeping alive the remaining three he had with him. For long distances he and two men with him were compelled to open roads through snow five feet deep for the mules to travel in.

The January mail out, reached Salt Lake about the 1st of April.

On their way in, they met a considerable number of emigrants for Oregon, comparatively few for California. Met the train of Phelps & Chiles, a considerable distance ahead of all other traders, and getting on finely.

Groceries at Salt Lake were very scarce, and commanding high prices. Sugar and coffee were selling at one dollar per pound; whisky at eight dollars per pint. The prospect for those traders who should get in first was very flattering.

SANTA FE MAIL.—The Occidental Messenger, published at Independence, Mo., noticing the arrival there of the Santa Fé mail of 1st May, pays compliment to the present admirable management of the mail on that route. For a year, it has not happened to fail, even once, to arrive within its prescribed time. The Messenger says that when the frequent inclemency of the weather, the country through which the mail passes, and the regularity of its arrivals are considered, a striking contrast with the mails to and from St Louis, which fail every few days, is presented.

LATER FROM RIO—*Deaths by Yellow Fever.* The bark Gold Hunter arrived at New York on the 5th instant, having left Rio Janeiro on the 30th of April. The fever was very bad among the shipping when the Gold Hunter left. Charles Jackson, the mate, died on the 3d of May, and on the 19th, Daniel Rogers, of England. The bark William Larrabee sailed in company for New York, and spoke her afterwards at sea, with Captain Eustis sick, and also some of her crew. Mr. Howard, third mate of the William Larrabee, had died.

EXPEDITION TO THE YELLOW STONE.—The steamer St. Ange left St. Louis on the 5th inst. for Fort Union, at the mouth of the Yellow Stone river. Fort Union is at the head of steamboat navigation on the Missouri, and is twenty-four hundred miles above St. Louis.

Among the passengers, independent of the voyagers, we notice Dr. Evans, U. S. Geologist, the Rev. Father De Smit, and Rev. DeHeockin, Catholic Missionaries.

Dr. Evans, U. S. Geologist, visits the Yellow Stone and adjacent country, under authority of the Government, and will be assisted in his observations and labors by the American Fur Company.

Father DeSmit and the Rev. DeHeockin go up by authority of the Catholic Church, to visit the various Catholic Missionary stations among the Indians in Oregon and California, and will, when their labors close, embark at San Francisco for Rome via London, and report their condition. They expect to be gone about three years.

NEW MODE OF DRAINING SINKS.—A company has been formed in New York, called the Pneumatic Draining Company, for the purpose of draining sinks, sewers, etc., by means of a machine which prevents the escape of any noxious odor, gas, or other unpleasant circumstances attending. This method is mainly the same as that practised at Paris for some years past, though the company have made some improvement in this apparatus. The superiority of their method over the usual disagreeable and inconvenient process must, we should think, lead to its universal adoption.

A GREAT TRIUMPH OF DEVOTEDNESS.—In the items of news from Europe by the Asia, we find this: "M. de Beriot, the great violinist, has immortalized his attachment to the memory of his wife, Madame Mal