Ald. Henry, of Washington Fire Co. No. 26, was referred to the Fire Committee.

The following message from the Board of Assistant Aldermen was read:

BOARD OF ASSISTANT ALDERMEN, }
New Orleans, June 16, 1852. }

To the Hon. President and Members of the Board of Aldermen:

Gentlemen—I have the honor to return to your honorable body, in whom they originated, the following resolutions, and notify you of the concurrence therein by the Board of Assistant Aldermen, viz:

"Resolved, That the rules and regulations for the Police Department, as suggested by the Mayor.

"A resolution authorizing the Comptroller to sell at auction, and authorizing the Comptroller to sell at auction, the bonds for the construction of a plank road on Bienville street.

"Resolution fixing the amount to be allowed for payment of refreshments to Judges and Clerks of elections, and in the city of New Orleans."

A resolution directing the Surveyor to number the houses on Canal street.

A resolution passed by your honorable body on the 1st inst., relating that all ordinances passed by the Common Council, shall be printed since only in the official journal, was not concurred in.

I am, very respectfully,
Your obedient servant,
WALTER H. PERRIN, Secretary.

On motion of Mr. Burke, it was

Resolved, That a Committee of Conference of three members of the Board of Aldermen be appointed to meet a like committee from the Board of Assistant Aldermen, to consider the subject of the official printing.

The Chair appointed on said committee, Messrs. Burke, Legendre and Gasquet.

On motion, the Board adjourned to meet at the regular sitting.

CHAS. CLAIBORNE, Secretary.

DAILY CRESCENT

THE NEW ORLEANS DAILY CRESCENT
OFFICE NO. 93 ST. CHARLES STREET,
Will be regularly issued every morning (Sundays excepted) during the ensuing year, (Sundays excepted) for $8 a year, in advance, payable to the office, or 15 cents a week, payable to the carriers.

TERMS OF ADVERTISING:
Terms of Advertising: Three lines or less of three lines, or square of two lines in space, will be invariably adhered to, viz:
First insertion $1 00
Subsequent insertions 50
Advertisements in the second page are charged at one dollar each line.
Liberal discount to those who advertise by the year or for a shorter time.
All advertisements not marked will be published one month and charged.
The Crescent has strong claims upon advertisers as a medium of communication with the public. Notwithstanding its publication, which was long when it came into the hands of the present proprietor, has been steadily and rapidly on the increase, even through the dullest seasons published.

OFFICIAL JOURNAL
OF THE CONSOLIDATED CITY OF NEW ORLEANS.

FRIDAY MORNING, JUNE 18, 1852.

For Sheriff's, Constable's, and Public Auctioneers' Sales, see Third Page.

Contributions to Railroad Purposes—The Vote of Monday.

We publish this morning two very able, interesting and important documents. We hope every citizen, who has the least public interest or curiosity, every citizen who intelligently examines his own interests, or reasonably considers what he owes of the city, will not fail to read them; will, if necessary, lay them on one side to be carefully read between this time and the taking of the vote on next Monday.

The first is the "Address of the Board of Directors of the New Orleans, Jackson and Great Northern Railroad Company;" the second is the "Address of the Board of Directors of the New Orleans, Opelousas and Great Western Railroad," both are addressed to the citizens of New Orleans, holding real estate.

The first is remarkably luminous, and, we think convincing, in the simplicity of its style and the systematized arrangement of detailed facts. It presents for public approval and aid a great project, plainly demonstrated to be feasible in execution, and immensely profitable in its results, profitable to the community at large, and more especially so to the holders of real estate in this city. It will give us safe, cheap and speedy communication with 15,000,000 of people, from whom we are now so far cut off, and with whom we are so inconveniently connected, as seriously to injure our trade, and consequently impair our prosperity. The address shows how vastly we suffer, how much we lose, and with what further disasters, without the determined and speedy prosecution of this enterprise, we are threatened. It would be inalienably advantageous to New Orleans to be brought within three days' travel of the great cities of the Union, and to safe and speedy intercommunication with sections of the Mississippi Valley. The report of operations, past, present, and prospective, is highly favorable, and gives evidence of zeal and industry upon the part of the Directors.

The second, the address in reference to the New Orleans, Opelousas and Great Western Railroad, is also a very able, clear and impressive document. It presents a project which will enable us to reach the great and growing trade West of the Mississippi, and particularly that of Texas. New Orleans has a mine of commercial wealth, a great tributary empire, West of the Mississippi, and if she reach forth not her iron arms, to clasp it to her, she is blind to her present interests and future fortunes. The report shows that the Directors are busily and faithfully at work, and that the project has the clearest auguries of success. Its statistics are interesting and appreciable by practical men.

If our citizens carefully read these two Addresses, we are confident there will be few, very few, votes against the proposed loan from real estate. It is not fairly a tax; it is rather an *investment*. For every dollar paid there will be given a dollar of scrip; which can be held as permanent stock or sold at the market rates. Besides, it will be a measure of enhancing property and saving it from a decline. A landlord will build houses to rent on speculation; would he not do even better in aiding such works of internal improvement as must bring him a greater multitude of tenants for them? He will make a repair to preserve his property; why not make an investment to save it from depreciation? Upon this matter, the reports are pointed and truthful.

CONTINUED ELECTION.—The last Precinct has been heard from. The whole democratic ticket is elected. The Senatorial District, composed of Jefferson and St. Charles Parishes, had returned two whigs.

The vote between Mr. J. L. Michel and General L. A. Sussmann was very close. Both gentlemen were personally so popular and competent, that the voters seemed to have scarcely known which to prefer. The successful one, Gen. Sussmann, was without an editor, has had some legislative experience, and will well acquit himself of the duties of the position to which he has gone down from the dignity of the editorial tripod.

RACING ON THE METAIRIE COURSE.—By reference to advertisement, it will be seen that an attractive pacing race comes off on the Metairie Course on next Saturday.

Late Publications.

J. B. Steel, No. 60 Camp street, has sent us "Papers from the Quarterly Review," being another volume of Appleton's popular Library. This series is beginning to form a prominent feature in the literature of the day.

THE STEAMER PANAMA.—*Complaint of Passengers.*—An affidavit signed by three hundred and twenty German emigrants, passengers from this city to St. Louis on the steamer Panama, has been made before a Notary Public of the latter place, complaining of the most outrageous treatment during the passage. They say there were 470 passengers on board, and to cook provisions for this number there were only two stoves, so that some of them did not get any warm food for two or three days at a time. They also complain of great abuse on the part of the officers and hands.

COLLISION.—On the 16th instant, inside the Bar, at Pass L'Outre, the lower Hercules and ship North Carolina came into collision, carrying away the wheelhouse of the Hercules, the jib-boom of the ship head, and cut-water of the North Carolina, besides some other trifling damage to both vessels.

BOAT CHOLERA.—The St. Louis papers learn that cholera to a considerable extent is prevailing at Dubuque, Iowa, and in the vicinity.

FATAL AFFRAY.—An affray occurred at Rome, Ga., on the 10th, between John Steelman and Warren Clayton, in which the latter received two stabs which caused almost instant death. Clayton and a man named Hamblin, who was in company with him, have been arrested. The origin of the affair is not mentioned.

RAPID PASSAGE.—The clipper ship Grey Eagle arrived at Philadelphia on the 10th inst., having made the run from Rio Janeiro in twenty-three and a half days. This is the shortest passage on record.

Telegraphed to the "Daily Crescent."
By the Mobile Southern Line.

National Whig Convention.

BALTIMORE, June 17.

The Convention last evening adjourned immediately after completing its organization, until noon to-day, in order to allow the Committee on Contested Seats time to make up its report.

The Compromise Resolution.

BALTIMORE, June 17.

The following is the compromise resolution, forming a portion of the platform adopted by the Southern Delegates in Congress:

"*Resolved*, That the series of measures commonly known as the "compromise," including the Fugitive Slave law, are received and acquiesced in by the whig party of the United States, as a settlement, in principle and substance, and as a *final settlement* of the dangerous and exciting questions which they embrace. That so far as the Fugitive Slave law is concerned, we will maintain the same, and insist on its strict enforcement, until time and experience shall demonstrate the necessity of further legislation to guard against its evasion or abuse, and to prevent its present efficiency from being impaired. That we deprecate all further agitation of the slavery question, as dangerous to our peace, and will discountenance all efforts toward the renewal or continuance of such agitation in Congress or out of it, whenever, wherever and however the attempts may be made. That we will maintain this system of measures as a policy essential to the nationality of the whig party, and to the integrity of the Union."

Among the Vice Presidents of the Convention are the Hon. Wm. L. Goggin, of Virginia, Wm. Whaley, of South Carolina, and J. C. Van Winkle, of Louisiana.

By the Mobile N. O. and Ohio and People's Line.
(Office 75 St. Charles Street.)

National Whig Convention.

BALTIMORE, June 17, P. M.

The Convention met to-day at noon, and have occupied the session, so far, in discussing the rules, modes of voting, etc., which are to prevail during its sittings.

General Scott's prospects seem to be brightening.

NewYork Markets.

NEWYORK, Thursday, June 17.

The Cotton market is still in an unsettled condition, and quotations are nominal. Flour has been rather quiet, but prices are without quotable change. State brands are selling at $4 12½ to $4 18¾, and Ohio at $4 25 to $4 31½ ₱ bbl. Corn is active, and firm with sales at 62 to 63c. ₱ bushel for Mixed Western, and 63½ to 64½c. for Round Yellow. Mess Pork is firm at $18 37½ ₱ bbl. Pickled Meats are in fair request at 8 to 8¼c ₱ lb for Shoulders, and 9 to 9¾c. for Hams. Rio Coffee 9½ to 9¾c. ₱ lb.

Ohio River—Markets.

PITTSBURGH, June 17.

The River here is yet falling, with 5 feet 3 inches water in the channel.

CINCINNATI, June 16.

The river here has fallen 6 inches during the last 24 hours. Flour has been in moderate demand at $3 25 ₱ barrel. Sales of Bacon Sides, 100,000 ₱. for future delivery, at 8½c. ₱ lb. Whisky 16½c. ₱ gallon.

CINCINNATI, June 17.

The river here has fallen 3 inches since last evening. Flour steady at previous rates. Whisky dull at 16½c. ₱ gallon.

Louisiana Interior.

CHOLERA.—The cholera has again made its appearance in the parish of Lafourche Interior. It is confined almost exclusively to the white population. A number of deaths have already occurred, among them the late sheriff of that parish, Leon Falgout, jr., and his wife, who died after a brief illness of a few hours only. No new cases, says the Minerva of the 12th inst., have occurred within the last three days, and it is to be hoped that the disease has left us.

The Madison Journal of the 11th says: The weather continues dry, seasonably warm throughout the day, and decidedly chilly at night. In the early morning fires are quite conformable. The general health of the parish was never better. The cholera has entirely abated, and in view of the present promising prospect we have abundant cause of thankfulness to the Giver of all good, for the numberless blessings we enjoy.

STABBING.—An unfortunate affray occurred at Thibodaux on the evening of the 11th inst., between Wm. Hunter and Louis Boudreau, in which the latter was so severely cut with a bowie knife that his life is almost despaired of. Hunter gave himself up to the authorities.

THE CONCORDIA INTELLIGENCER.—This excellent paper has been purchased from Dr. John L. Cochran by Mr. Wm. Elsley, of the Port Gibson Herald, an energetic business man and an excellent printer. The paper will be published by his elder brother, who is also a printer, Mr. Joseph Elsley, as a neutral in politics and devoted to general news, parish interests, etc. Successo it.

OCHOCHA PARISH.—The Police Jury have elected the following officers: John Ludeling, Esq., President; Paul McEnery, Clerk; O. D. Stillman, Treasurer; F. F. Stubbs, Parish Attorney; and C. H. Dubbs, Parish Physician. The Register says that the parish does not owe one dollar and has money in the Treasury.

A TESTIMONIAL.—The last Thibodaux Minerva says: The business season with our steamboats is fast drawing to a close. The Doctor Batey intends suspending her trips on the 1st proximo. The steamer Newchauna has finished her labors for the season, having made her last trip in the canal on Tuesday last.

THE WEATHER, CROPS, ETC.—The Madison Journal, of June 11, doubts if more promising crops were ever seen in this parish than at present. Cotton is just commencing to bloom, and corn will prove an abundant harvest with a seasonable shower or two more.

We learn verbally that the crops in DeSoto and in Sabine are doing remarkably well.

Further from Texas.

We yesterday received our Texas exchanges brought by the Louisiana.

CHOLERA.—The Washington Lone Star publishes a letter written by a Methodist minister at Butlerville, in which he says the cholera is making sad havoc in that vicinity. Four wagoners were recently found dead on the road, having died of cholera, with no one near them to witness their sufferings and death.

MURDER.—A German was recently found, horribly mutilated on Buffalo Bayou, and as he started in a boat with two men named Purdy and Henry to go up San Jacinto river after a raft, it is supposed they committed the deed. Purdy has been arrested, but the other is still at large.

A NEW HOTEL.—The Houston Telegraph says that $50,000 has been subscribed for the erection of a splendid hotel in that place, which is to be the finest building in the State.

LARGE ROBBERY.—A young man named R. M. Pugate was attacked near Independence and robbed of $2700, which he had been out collecting.

FOR CALIFORNIA.—The Huntsville Item states that Gen. Hatch and family, and about thirty others, have left that place for California, by the overland route. Gen. Hatch was formerly the editor of the Huntsville Banner, and was a representative in the last Legislature.

THE CROPS.—Some of the papers complain that the season is so favorable for corn and other produce, that the prices will be too low.

LIPAN INDIANS.—The San Antonio Texan of the 3d inst. says: Quite a number of Lipans visited our city on Saturday last, and have been leaping about ever since, gambling, drinking, and begging. Most of them are the greatest, dirtiest looking "lords of the forest" we have ever seen. They are not necessarily so, for we are informed that these same dirty looking wretches were furnished by Major Howard, on his late visit to their country, with plenty of good blankets and other apparel. But these they left at home, and came with their rags and tags so as to look as poverty-stricken as possible, for the purpose of exciting the sympathies of our citizens.

COMPLIMENTARY.—A complimentary ball was given by the citizens of San Antonio to Dr. J. B. Wright, U. S. A., who has been surgeon of the military post at that place since 1849, and who is about to leave for the North.

MURDEROUS AFFRAY ON A RAFT.—The Natchez Courier of Tuesday, gives the particulars of a murderous affray, or rather brutal murder, on a raft, a few miles below that place. While at the Natchez landing the raft was attached, and a man named Joshua Smith placed in charge of it. Smith, wishing to go on shore, left another man in charge, and soon after he was gone the hands belonging to the raft drove the man ashore, cut loose and started down the river. Smith, on his return, finding the raft gone, pursued it in a skiff, accompanied by two men, named Williams and Ballard. They overtook the raft at Ellis's Cliffs, and as soon as they made their business known Smith was shot dead and Williams badly wounded. The raftsmen afterwards fell upon the latter and dispatched him with clubs. Ballard pushed off in the skiff and managed to make his escape. The names of the men on the raft are Pearson G. Williams, Miller, two named Sellers, and one unknown. It is to be hoped they may be brought to justice.

IMMIGRANTS ARRIVING.—The NewYork Commercial advertiser of the 10th inst. says: Two thousand six hundred foreign immigrants arrived at this port yesterday afternoon, and the additional number of 3,605 arrived at quarantine before 10 o'clock this morning, making 6,205 in less than twenty-four hours.

THE NEW YORK CRYSTAL PALACE.—The Scientific American states that all the stock to this enterprise has been subscribed, and that the work will soon be commenced.

DROWNED.—A Mr. and Mrs. Golding were drowned on the 24 inst. at Maysville, on the Ohio river, by falling overboard from the steamer Buckeye State.

THE CREDIT OF OHIO.—It is stated that a draft of the Fund Commissioner of Ohio on the State Treasurer, for the purpose of paying the interest on the State debt, due the 1st of July, has been protested. This will, without doubt, have a disastrous effect on the securities of this State, particularly those which are held in England. At the last dates from London, the Ohio sixes, of 1860, were quoted at 102, and, on the continent, still higher. This arises from a bungle of the last Legislature. But the English capitalists do not inquire the wherefore—it is enough for her to know the draft for the interest is dishonored.

FROM RIO JANEIRO.—By the arrival at Philadelphia of the clipper Grey Eagle, dates from Rio Janeiro to the 17th ult. have been received.

The yellow fever continued to prevail to a limited extent among the shipping in the port.

The British steamship Teviot, of 2700 tons, cleared on the 14th for Southampton, with £300,000 sterling in specie.

The Brazilian Senate was engaged in discussing a project for a loan for the payment of interest on the public debt. The Chamber of Deputies was considering a project for granting to a company the privilege of constructing a railroad.

Some experiments were making, under the sanction of the Emperor, with a view to erecting the electric telegraph in Brazil.

Freights were scarce and low. The clearances of coffee from May 1 to May 15, were 38,500 bags. For the whole season the clearances exceed 1,700,000 bags. Superiors were quoted at 4|100 to 4|200; Firsts, 3|900 to 4; Regulars, 3|650 to 3|750. The flour market was dull.

FROM BUENOS AYRES.—Dates from Buenos Ayres to the 24th of April, have been received at NewYork.

The *Pharoux* of the 19th has an interesting leader on "the necessity of a general revision of the Custom-house Laws;" with the important though incidental intimation that the Government is actually engaged in devising means to rectify the pressing abuses. The general views advanced by the *Pharoux* are all in the genuine free trade strain—the more acceptable in that we are entitled to regard them as the "shadow of coming events."

A painful sensation has been created in town by the news of a defection of several Cacques, who apparently invoke political pretexts to give a coloring to marauding incursions. Energetic measures are adopted to crush the evil in the bud.

On the 12th of April, the Diplomatic and Consular bodies paid their respects to H. E. Gen. Urquiza, as Representative of the Foreign Relations of the Argentine Confederation. The reception took place at the Quinta of San Palermo, when H. B. M's Charge presented Gen. Urquiza with a collection of recently published maps and charts of the Uruguay and Parana.

On the 19th, Dr. Pena, the Minister of Foreign Affairs embarked for Montevideo and Rio de Janeiro on a special secret diplomatic mission, the object of which had not transpired.

CLINTON.—Capt. John Killian has been elected Mayor of the town of Clinton, East Feliciana.

Address
Of the Board of Directors of the NewOrleans, Jackson and Great Northern Railroad Company to the Citizens of New Orleans.

FELLOW-CITIZENS—In view of the election to be held on Monday next, for the purpose of determining on the adoption or rejection of the ordinance for subscribing to the stock of this Company confided to our administration, we deem it our duty to lay before you the present position of the enterprise, the prospects of success, and the probable returns of the road, with its influence on the progress and prosperity of our city.

It is known to you that this road is not intended merely to connect NewOrleans with the town of Jackson, in the State of Mississippi, but that it is the only link now required in the great chain of roads already in progress, which will bring us in immediate contact with a population of 15,000,000 of souls, thereby extending to an insalutable amount the social and commercial intercourse between NewOrleans and all that portion of the confederacy lying east of the Mississippi river. There is no exaggeration in this statement. Charters are already granted, subscriptions already made, State aid in Mississippi and Tennessee already accorded, by which the extension of our road from Jackson to Florence, and from Florence to Nashville, is secured. This line of road from New Orleans to Nashville intersects the Mobile and Ohio Railroad, and the Charleston and Memphis road, thus giving us direct railroad communication with the Atlantic seaboard and with the Mississippi and Ohio Valleys: and it will already its connection with the railroads now in actual progress through Virginia, conduct us in almost an air line to Baltimore, Washington, Philadelphia, and NewYork.

We have been actively engaged since the organization of the company in preparing the measures necessary to put the entire road between NewOrleans and Jackson under contract during the present year. As fast as it can be located by engineers who have been engaged, and whose arrival is expected within a month, it will be advertised for contract, and we entertain no doubt that by the 1st January, 1854, the entire road from NewOrleans to Jackson will be graded, in readiness to receive the iron, and that the whole road will be in active operation before the end of that year.

The spirit which has been awakened on the entire route through the State of Mississippi, is based on the conviction that you will respond to the action of your Municipal Council, and that you will not falter now that success is within your grasp. In the single county of Monroe, in that State, we confidently anticipate aid to the amount of five hundred thousand dollars, more than half of which has already been subscribed. In other counties the subscriptions are advancing with almost equal spirit; and in Tennessee the State itself has agreed to give eight thousand dollars per mile for providing the iron. The whole of this vast scheme, so pregnant with important results on your prosperity, your fortunes and the future growth of your city, depends on your vote on Monday. If you sustain us in our efforts, an unequalled career of extended commercial enterprise, with all its train of benefits, is before you. If you reject the golden opportunity, the reaction will be as sudden as it will be ruinous; three months will not elapse before the effects will be felt pervading all branches of business and affecting all kinds of property. The confidence inspired by the mere hope of obtaining the road, and the effect of which is already evident in the increased activity among our mechanics and merchants, in the increased number of buildings now being constructed, and in the increased value of real estate, will disappear as if by magic, and not a few of your enterprising citizens, disheartened at the failure of all their efforts to awaken you to a sense of what is due to yourselves and your families, will abandon their homes in this city, and seek elsewhere communities where their enterprise will be met in a different spirit and their energies secure suitable reward.

In two or three years from Monday next, if your voice shall respond favorably to the call made on you, long trains of cars will be hourly entering your city, laden with the produce of fifteen States, and bringing you passengers from the extremes of the Republic in less than three days. NewOrleans, from her climate, her manners, the frank, social and hospitable character of her citizens, and the attraction of her public amusements, will become the fashionable winter residence of thousands of wealthy citizens with their families from the North and West. Her stores and hotels will be crowded with these visitors as those of NewYork now are in the spring and summer months. Our merchants will become importers as well as exporters; our direct trade with Europe will acquire a sudden and rapid extension as soon as the western demand, from which we are cut off by the want of sure and speedy communication, shall find permanent stocks of foreign goods in the stores of our dealers, accessible at all seasons, and all stages of water. Our increased population will secure ready employment, and liberal wages to the mechanic, the drayman, the laborer of every kind. Our markets will be abundantly and cheaply supplied at all seasons. Life in NewOrleans will become more agreeable and attractive as the comforts of home are augmented and cheapened. And, above all, our citizens will cease to be mere birds of passage, migrating at each season, but will become permanently fixed among us, augmenting our wealth by their home expenditure, and our influence by the weight always attached to a large stable population.

These are but feeble and inadequately expressed views of a portion of the great benefits you are to derive, and what is the cost? A mere annual investment in the stock of this road, for a term of six years, of one half dollar in every hundred dollars that you own in real estate. For years past you have been burthened with far heavier special taxes levied to pay the interest on an old debt entailed on you by mismanaged city affairs. A special tax for that purpose of 1 or even 2 per cent. per annum has been no unusual call on you, and has been promptly met without the least prospect of return. How then can you hesitate in view of the enormous advantages to be derived to submit to so small a burthen as one-half of 1 per cent. to be returned to you in a work which will encourage labor, multiply the resources of industry, increase your population and augment the value of your property, even if you obtained no direct dividends from your stock. But so far from this being the case, you are merely asked to make an investment of this trifling amount in a stock which will yield heavy returns in dividends. We can demonstrate to you that no work on this continent ever offered a surer guarantee of large profits, and we will give you the estimates for your own examination that you may appreciate the reasons which induce this conviction.

Before doing this, however, we will remark that by no other plan than the one which is now prepared for raising the means to build the road can justice and equality be obtained. About one-third of the property of this city, amounting to more than twenty millions of dollars, is owned by absentees, by companies or by successions of deceased persons. All of this property will be greatly increased in value and its revenues augmented by the proposed improvement without one dollar of contributions from the owners, unless this tax be voted. The St. Charles and St. Louis hotels, the banks and their property, the insurance companies and their property, the succession of such men as McDonough, Fowler and Paulding, the buildings owned by the wealthy men who live abroad on the rents of real estate in this city, will all be exempted from aiding in such works but will reap the benefit of the enterprise, the capital and the labor of those who remain here identified with the fortunes of the city, unless this tax be supported by your votes. Such a result is repugnant to common justice, and ought not to receive your sanction.

We will now proceed with the statistics of the road, and leave you to judge whether we overstate its probable profits as a mere investment or speculation. In doing this we will take the whole line to Nashville as one road, although the capital required to be raised from here to Jackson is only three millions of dollars. We do this because propositions are already made to us to convey to us the charters and subscriptions of all the other links in the line, and to give us the control of the entire road and its resources.

The distance from NewOrleans to Nashville by way of Florence is assumed to be about 550 miles, and the entire cost of the construction and equipment of a railroad of a single track over this distance is estimated at ten millions of dollars. By its intersections and connections with other roads, it will furnish the facility of traveling from NewOrleans to Memphis in twenty-four hours, to Cairo in twenty-four hours, to Nashville in twenty-four hours, to Louisville in thirty hours, to Cleveland on Lake Erie in forty-eight hours, to Baltimore via the Memphis and Charleston, or the Virginia roads, in forty-eight hours; and at Chattanooga, by diverging on to the Georgia roads, the passengers from NewOrleans can be landed at Charleston or Savannah in forty-eight hours. In short, the extension of this road to the Tennessee river will place NewOrleans in contact by railroad communication with the Capitol of every State in the Union east of the Mississippi river, reducing the average time of travel to the most remote to seventy-two hours, and diminishing the expense in like proportion.

Our city, from which the road is to start, has a population of 150,000, and the cost of the road will not exceed ten millions of dollars.

The system of South Carolina railroads starts from Charleston with a population of 40,000, and at a cost of near nine millions of dollars. Our road runs through an eminently fertile and productive country for its entire length, after traversing some twenty miles of low ground near the city. Their roads, for great distances, pass through regions entirely insignificant in population and production. Our road is about five hundred and fifty miles in length. Their whole system is only 240 miles in length. Yet the gross receipts of these Carolina roads, in the year 1851, reached one million of dollars, and after deducting expenses, interest on loans, and a reserve fund of more than one per cent., yielded a dividend of seven per cent. to the stockholders. If such be the results of the enterprise of Carolina; if roads in other States have been self-sustaining and dividend-paying roads, at an original outlay always double, and frequently fourfold that of ours, what results may not be anticipated from our improvement passing through a country of gigantic resources, full of wealth, of product, of population, and of wants that require an active intercommunication between city and country—a road that commands by its connections and intersections a greater extent of country than any similar work in America.

In estimating the results of this road, it is not to be forgotten, that if our delay in undertaking works of this kind has been unfortunate in its effects on our progress, there are some counterbalancing advantages which will form a source of profit. We can build roads now with greater efficiency and at half the cost of roads built twenty years ago. Science has advanced, experience has imparted her lessons, materials have diminished in price, labor is cheaper, more effective and more accessible, and the heavy item of iron is at less than half its former price. These are some of the causes that make this investment one of certain heavy returns.

We assume that a great railroad from NewOrleans to Nashville, with an adequate equipment for the necessities of its service, will yield returns for the transportation of passengers both ways, for freight or produce brought to NewOrleans and supplies carried back, which at rates now current will amount to three millions of dollars. This amount is less than the present annual and rapidly increasing gross revenue of the NewYork and Erie Railroad, only 400 miles in length, and will be derived from the following source:

300,000 through and way passengers at an average of $5	$1,500,000
300,000 bales of cotton at $1 00	300,000
Agricultural and mineral productions of Tennessee, Virginia and Kentucky	500,000
Horses, mules, cattle, sheep, etc	100,000
Merchandise, groceries, and supplies of all kinds from NewOrleans	600,000
	$3,000,000

If 40 per cent. of this amount be deducted for expenses, according to the experience of other Southern roads | 1,200,000

There would be left a net receipt of | $1,800,000

This amount being equivalent to an interest of 18 per cent. on the investment.

We do not mean to say that so heavy a dividend would be declared or desirable, but we show, as we think, conclusively, that after allowing for any possible errors or over-calculations, the receipts of the road would suffice to make the stock one paying a dividend of eight or ten per cent., besides leaving an ample surplus for extending and improving the accommodation to the public in accordance with the increasing business of the company, and justifying a constant diminution in the rates of toll for passengers and merchandise, so as to accomplish the great purpose of the work, the growth and prosperity of our city.

It is the earnest conviction of these facts, fellow-citizens, that has imposed on us the duty of laying this address before you. It is the intense desire we feel to see our city assume the proud rank which nature seems to have designed for it, which makes our duty a pleasant one, and our toil a labor of love, for which we shall feel amply repaid by the satisfaction of seeing our efforts result in your increased happiness and prosperity.

JAMES ROBB, President.

Address
Of the Board of Directors of the NewOrleans, Opelousas and Great Western Railroad, to the property holders of the city of NewOrleans.

FELLOW-CITIZENS—In appealing to you for aid and assistance in the consummation of the NewOrleans, Opelousas and Great Western Railroad, the Board of Directors have thought it incumbent on them to present you some facts in relation to this grand enterprise, to which they have respectfully asked your attention.

This company is permanently organized under a charter to construct a railroad from Algiers to Washington, in the Parish of St. Landry, via Thibodaux, Berwick's Bay, New Iberia, etc., a distance of 140 miles, through almost all this rich section of our State, which is almost entirely cut off from access to this city during several months in the year, will be placed within a few hours proximity, at all times and at all seasons.

There is no portion of Louisiana which affords the same advantages for the development of these resources, on which the inhabitants of this city depend for a supply of the necessary articles of food. By the construction of this road, our supplies of beef, mutton, poultry, the produce of the dairy, fruits, vegetables, etc., etc., would be considerably increased, and be sold at greatly reduced rates; the mechanic, the laboring man, in fact every housekeeper in the city would derive an immediate and certain benefit from the opening of this road.

In connection with this, it can not be denied that one of the prominent causes which has retarded our growth as a city is the high price or cost of living, and anything done towards ameliorating this heavy burden and giving drawback on our prosperity, will tend to augment our population and will add to our resources. What we most want is a permanent population, actively and profitably employed. Situated as we are at present, we have to depend entirely on the precarious navigation of our rivers and bayous; all of our energies are called in requisition during a few months in the year to meet its exigencies, after which we remain comparatively idle till the rivers rise the next season, and so on in succession; trade in all its branches, is thereby rendered precarious, and the enterprise of our merchants completely paralyzed. The two last seasons, navigation opened unusually late, and hundreds of thousands of dollars have been sunk by the loss of two months, when nearly all the intercourse with the interior was suspended, during which time obligations were daily maturing, and had to be provided for at almost any sacrifice, to maintain credit, and our citizens deprived of the benefits of our interior trade during the most important part of the season.

But, fellow-citizens, these views are comparatively of little importance in calculating the benefits to flow to the property-holders, and citizens generally, of NewOrleans, from the construction of this road. *The entire trade of Texas is within our reach, if we will extend our arms and to grasp it.* Our charter provides for an extension of this road into Texas, and with this view the road will be located, and constructed in such a manner as to accommodate this enormous freight and travel which this route must necessarily command when extended into Texas, and eventually into Arkansas and Missouri, to St. Louis.

The superior sagacity and enterprise of our sister cities of Baltimore, Philadelphia, Charleston, Savannah and Mobile, have already railroads in operation or in the course of construction, extending to the Ohio, Tennessee and Mississippi, by which a large portion of the produce of those rich valleys has been taken from us. *But we ask you for without a rival on the west of the Mississippi*, and the trade of a region of country large enough in extent to form an empire, and capable of sustaining a population of several millions, is now open to us, if we will take advantage of it at once. There is no time for delay; a few years more and we may find to our cost that the favorable moment is gone, and that we have lost the trade of *the West*, as we have already done of a portion of that east of the Mississippi. The enterprising people who are settling Texas, with a rapidity almost unequalled in the annals of emigration, will soon command sufficient influence to undertake similar works themselves, and may be less disposed to join us. Now, we know that, not only are they favorably disposed towards us, but are willing to contribute liberally, in land, or even build the road themselves, if we will meet them at the Sabine. And so likewise will Arkansas and St. Louis, if we will meet them at the line between Louisiana and Arkansas.

This road will also tend to develope the resources of our own State, by inviting immigration and bringing into immediate cultivation millions of acres of as fertile lands as can be found in any State of the Union, thereby increasing our wealth and population, the benefits of which must accrue to the citizens of NewOrleans, in the disposal of the rich products of the soil and the profits in the return supplies.

The private subscriptions now amount to nearly $750,000—say $437,000 on the part of the city and parishes, and about $310,000 from a portion of the parishes through which the road will be located. The books were only open from four to twelve days, and were closed 1st May preparatory to the organization of the company and election of the Board of Directors, but they have been again opened since 1st inst., and will so continue during four months, in the parishes of Jefferson, St. Charles, St. John the Baptist, St. James, Assumption, Lafourche Interior, Terrebonne, St. Mary, St. Martin, Lafayette, Vermilion, St. Landry, Orleans right bank, and at the office of the company in this city. Books will also be sent in a short time to the parishes by and Opelousas, on the line of the road to Texas, and the bayous to Arkansas. We confidently rely on large private subscriptions from all the parishes in addition to those already received, and are assured that if deficient, a resort to taxation will be had and cheerfully acquiesced in.

The Board of Directors have been assiduously engaged since its organization in making the necessary arrangements, and can now frankly state, that in a short time the location of the road will be commenced, and its construction prosecuted with vigor. The road will be commenced at several points at once—one of these points will be from the Mississippi above the city, where the main line leaves the river, for the Lafourche, at or near Thibodaux, another from Berwick's Bay, and from Washington to San Iliro on the Teche. By placing these portions of the road under contract in advance, the planters of Opelousas, Attakapas, Terrebonne and Lafourche Interior, will be placed within a few hours of NewOrleans, to connect by steamboat at the temporary terminus of the river. The company will thus be at once deriving more than sufficient revenue to defray current expenses while the other sections are being completed. It is determined to place the whole route under one contract, and complete it at the earliest possible moment.

The terminus of the road will be on the other side of the river, opposite the centre of the Third District, but each district of NewOrleans will be accommodated with a depot at such places as may be found most advantageous to its wants.

The Board of Directors of the NewOrleans, Opelousas and Great Western Railroad in recapitulating some few of the great advantages which may derive to the property holders of the city, from this undertaking, confidently rely on their good judgment in sustaining the truly *Louisiana Road*, the benefits of which are almost inculculable to all classes of our population. NewOrleans is preeminently a *commercial city*—and so long as our commerce thrives, so long will the owners of real estate derive an *income* from the capital invested in this species of property, which must increase or decrease with the growth of the city. Population will always follow the lines of trade, and go where it derives the most benefit from its labor; and so with your houses and lots; their fare is fixed, and there they must remain, be our prospects good or bad. Look for a moment at the benefits which railroads have conferred in all to other cities, in the enhanced value of real estate which has been brought about by the greater amount of commerce and traffic, which these roads, in opening new avenues, never fail to produce, and as a necessary consequence, tend to invite population and capital, and which invariably follow in their train.

The value of the real estate of NewOrleans is now about seventy-five millions of dollars, on which we ask a contribution in stock subscription of two per cent., say $1,500,000, payable in six years, or at the rate of one-third of one per cent. per annum. For this you will receive certificates for an equal amount in the stock of the road. This can scarcely be called *taxation*, as we design giving you a full equivalent; or rather a temporary loan, reimbursable at a future period with annual dividends thereon; and to those property holders of limited means whose tax would be under fifty dollars per annum, we confidently assert, that more than that amount will be saved yearly, to each family, by the cheapening of all kinds of marketing, to say nothing of the advantages in common with the large property holders in the enhanced value of their estate.

It is admitted that property is already heavily burthened with taxes, and unless something be done, the evil must continue to exist—we can overcome this by opening new avenues of trade, adding to our resources, increasing our interior trade, attracting population by the extent, diversity and value of our products, and the diminished cost of the first necessaries of life, creating at home a permanent population which will require houses and stores, and as a rapid increase in the value of real estate will follow, and *this course alone will produce a diminution in case of taxation*. Timber and others can afford to pay higher rents when their business is proportionally profitable, and it is not saying too much, when we assert that the prosecution of the NewOrleans, Opelousas, and Great Western Railroad along the Red River parishes, and its alliance extended into Texas, Arkansas, and St. Louis, may be compared to the discovery of a *new Mississippi*. The most sanguine could scarcely now calculate the extent and value of the commerce and travel to this road in ten years time, if we act immediately and before any rival scheme shall have supplied us in the way.

A new era is about to dawn on our State and city if you only aid in developing it. We have succeeded in making NewOrleans *one city*, it now remains for us to make it what nature intended it for, a *great one*. The present Constitution of the State, which has so effectually and unfortunately tied us down, will soon be replaced by a new one, no doubt more in accordance with the spirit of the age—all fetal restrictions will be removed, capital will then flow to us for safe and profitable investment; and with the projected railroad improvements, will be placed beyond the reach of contingency, a career of *real prosperity, founded on the solid accumulation of wealth*, will soon teach the most skeptical that we have not miscalculated the benefits of these great works of internal improvement.

Aid us, then, fellow-citizens, in forwarding this undertaking—your prosperity is now at stake, and the decision is in your own hands—second the efforts of those enterprising friends in the city and country who have so liberally contributed by subscription, and who will devote their time to the completion of this noble enterprise—if you refuse the desired aid, such adverse action must tend to depress still further the value of your property, by convincing the world that we are not disposed to better our condition, and will sink us still lower in credit and reputation.

City Intelligence.

FIRST DISTRICT SCHOOL BOARD.—This Board met last evening. They adopted a set of rules for the government of the schools. The Committee on Books recommended for the use of the schools, "Mandeville's Course of Reading," "Cumsey's History of the United States," and "Bullens' Grammar" and "Perkins's Arithmetics."

Mr. Crickard read a report concerning the conduct of certain principals of schools, etc., etc.

Leave of absence was granted to several teachers. The election of Librarian was postponed.

COUNCIL PROCEEDINGS.—*Board of Assistant Aldermen.—Thursday*, June 17.—Fourteen members present. Mr. Watkins in the Chair.

A resolution, repealing an ordinance of the old First Municipality Council granting the exclusive privileges to A. Sengé of opening a railroad from Canal street, from Rampart to Claiborne, thence to intersect with the Pontchartrain Road, was adopted.

A resolution, authorizing the Mayor to advertise proposals for the paving of St. Louis street, between Royal street and the levee, was adopted.

A resolution to substitute the name of Mr. Philbrick in the place of Mr. Summers on the Police Committee was adopted.

An ordinance relative to Work-houses and Prisons was adopted.

The ordinance fixes the salary of the Warden of the Work-house at $1200. A