were accordingly stricken out, and on motion, the substitute was re-adopted as amended.

Mr. Todd moved that, by general consent, the Convention should reconsider the vote given on the adoption of Title Nine of the Constitution, under the head of Mode of Revising the Constitution, which motion prevailed.

The article being then before the Convention,

Mr. Todd moved to strike out in the same the words "and approved by the Governor," which motion prevailed, and on a further motion the article as amended was re-adopted.

Mr. Harris having voted in the majority on the adoption of the substitute offered by Mr. Hatch to article 124 of the Constitution, moved for a reconsideration of the same, which was ordered.

The substitute being then before the Convention,

Mr. Harris moved to amend the same by inserting "free white" before the word "children," which motion prevailed, and, on motion, the substitute was re-adopted as amended.

Mr. Sandidge offered the following, to be inserted under the title of ordinance:

Recognizing the right, due to the people, that their will should be consulted in the most unequivocal manner on a subject of such universal interest as that of Public Education, this Convention in requiring the Legislature to establish such a system, deem it but just and right that a people, who are to be taxed annually for so large a sum of money as will be necessary to sustain it, should be privileged to vote directly upon its adoption; and to that end, the second article under the title of Public Education shall be submitted to them, to be voted on separately from the balance of the Constitution. It reads thus: "The General Assembly shall establish free Public Schools throughout the State, and shall provide for their support by general taxation on property, or otherwise; and all moneys so raised or provided shall be distributed to each Parish, in proportion to the number of free white children between such ages as shall be fixed by the General Assembly."

On motion the above article was laid on the table.

Messrs. Sandidge and Todd asked leave to have their votes recorded against the motion to lay on the table the above article offered by Mr. Sandidge, which was accordingly done.

On motion of Mr. Benjamin the Convention took a recess until one o'clock, P. M.

The time having expired, the Convention was called to order.

Mr. Cotton offered the following resolution, which being read, was on motion adopted, to-wit:

Resolved, That on the delivery of the work ordered to be performed by the Printer to the Secretary of the Convention and to the State Librarian, as already directed, and on his completing the publications ordered to be made in his newspaper, the President of this Convention, upon the certification of said officers that the work has been performed in workmanlike style, shall be authorized to draw his warrant on the Treasurer, in favor of said Printer, for the amount which may be due to him, in accordance with his contract.

Mr. Byrne offered the following resolution:

Resolved, That the Sergeant-at-Arms be continued in office for the same time allowed to the Secretary.

Mr. McIlhenny moved to amend the resolution, by adding after the words "Sergeant-at-Arms" the words "Door-keeper."

Mr. Connely moved to insert also the word "Messenger."

Mr. Cotten moved to lay the resolution and amendments on the table.

On said motion Mr. Connely called for the yeas and nays, which resulted as follows:

Messrs. Avery, Andrews, Anderson of Carroll, Armant, Addison, Bradford, Beale, Boudousquie, Bullard, Carter, Cotton, Connely, Conrad, Delony, Dufour, Dugas, Duffel, Edwards of Orleans, Edwards of Washington, Eustis, Union, Hatch, Harris, Hargis, Hebert, Hodges, Isaacks, Jourdan, Jones, Key, King of Jackson, Lapeyre, Leche, Leeds, LeBlanc, Lobdell, Lyle, Mathews of Point Coupee, Marrero, Monge, Nicholls, Parham, Palfrey, Paxton, Phillips, Pugh, Rixner, Roselius, Rogsdon, Ronquillo, Sandidge, Smart, Smith of Winn, Sibley, Simms, Thompson, Todd, Toulouse, Van Wickle, Villere, Williams and Whittington—62 yeas.

And Messrs. Benjamin, Bienvenu, Boyer, Byrne, Castellanos, Campbell, Hunt, Jennings, Zoffrion, King of St. Landry, McIlhenny, Mathews of Orleans, Mather, Preaux, Price, Rink, St. Paul, Stass, Swazey, Shaw, Smith of West Feliciana, Stewart, Tatman, Tallaferro and Waddill—25 nays.

Consequently the motion prevailed, and the resolution and amendments were laid on the table.

Mr. King of St. Landry offered the following resolution, which, being read, was, on motion, adopted:

Resolved, That it shall be the duty of the Printer of the Convention to forward one copy of the paper in which the proceedings of the Convention are published to each member of the Convention during the entire period of the publication of said proceedings.

Mr. Benjamin offered the following resolution, which, being read, was, on motion adopted:

Resolved, That the term of office of the Translator of the Debates be extended to the same time as that of the Reporter, and that he be paid in accordance with the resolution already passed providing for the payment of the clerks.

On motion, the Convention adjourned until 5 o'clock, P. M.

From the Fishing Grounds.—By the arrival of the steamer Albatross at New York, late and interesting intelligence from the fishing grounds has been received.

From the British North American, July 26.

The Fisheries!—Action!—Action!!—Action!!!—Now that the Government have determined upon a vigorous and effective protection of the fisheries of British America, the people of these Provinces—Nova Scotia in particular, should not be slow to appreciate this mark of attention to their most important commercial and industrial interest.

We observe that the American slave communities are moving in a perfect blaze of excitement on the subject.

Every town and fishing village should hold public meetings as soon as convenient, and the people, en masse, sign memorials thanking her Majesty for these measures of protection, and praying for a continuance of them. The first movement should be made here in the capital of Nova Scotia.

Let us tell her Majesty, that although the Americans have been permitted to plunder us for many long years, there is no reason why so unnatural a system should continue. Let the merchants move at once—now is the time—now or never.

From the Halifax Morning Chronicle, July 29.

The British North American Fisheries.—The subject under which we are writing, and which has recently engrossed the attention of the American public and the United States Congress, looms high and far above every other question at present before the Colonial public.

Up to the present period the Americans have enjoyed unlimited privileges on our preserves. As Colonists we have been unwarited in our exertions to obtain reciprocal trade with our natural customers—the Americans; but while our reasonable requests have been respectfully entertained they are unmeasurably postponed.

Under these circumstances we would be the veriest dotards in existence did we not turn round and protect ourselves.

Our privileges have been too long tampered with to be further subjected to the whim and caprice of a British minister, who may, if he chooses, make them convenient to negotiate more favorable terms for the admission of railroad iron or cotton textiles into the American market. What the colonies require is full and fair reciprocity; and until this reasonable request is granted, we shall go in for the most stringent protection for our fisheries that our financial condition warrants.

News from the North.—Charles Grant, of Pembina, arrived with his train at St. Anthony on the 20th ult. From him the Minnesota Democrat obtains the following information:

The heavy snows of the latter part of the winter, when thawed about the close of March, flooded Red River and all the Northern streams, causing a general destruction of the farms on Red River, and great distress in the Selkirk settlement. The freshet still continued till June, and prevented the seasonable planting of crops, as all the settled lands were subject to the inundation. As a consequence, great suffering for want of food is anticipated in the Selkirk settlement during the next winter. The people of Selkirk are now compelled to depend upon the chase for subsistence, which is rendered precarious at this time in consequence of a war waged against their half-breed hunters by the Yangton Sioux Indians, who are assembled in large numbers in the buffalo country to scall them on their approach.

The people of the Pembina country—whites and civilized half-breeds—with few exceptions, reside at St. Joseph, at the foot of the Pembina Mountain, thirty miles west of the junction of Red River and Pembina rivers—a high and eligible situation, beyond the reach of the floods which devastated their previous settlements on Red River.

There are between twenty-five and thirty buildings at St. Joseph, including a Catholic Church, under the charge of Rev. Mr. Belcourt. James Tanner, a Protestant missionary—a native half-breed—is also engaged as a voluntee preacher. There are five stores, kept respectively, by Mr. Grant, N. W. Kittson, A. Gingras, R. Larocque and McGillis & Brohm—all embarked in the Indian trade. They are all engaged in farming more or less, and will raise sufficient wheat, barley, corn, potatoes, oats and garden vegetables to supply their wants.

All the crops looked well when Mr. G. left home, which was on the 24th of June; they had plucked from their gardens both radishes and lettuce. The population of St. Joseph consists chiefly of French and Scotch half-breeds, native of the country. They are also gaining considerable accessions of population from the Selkirk settlement, many of the inhabitants of which are migrating south of the boundary line.

Mr. Grant says that the Pembina region is a fine framing country, with good soil, well watered with rivers, brooks and springs, and containing an inexhaustible supply of coal and salt, and that he expects at no distant day to see flourishing settlements there, and steamboats running from Pembina on Red River to Lac Traverse, thence through a canal two miles in length into Big Stone Lake, and thence down the St. Peters to St. Paul, the commercial depot of the great Northwest, all of which is practicable during high stages of water.

Mr. Grant was twenty-eight days making the trip from St. Joseph to St. Anthony—distance estimated at 500 miles. The route was on the west side of Red River to Bois des Sioux, thence across Red River on almost a direct line east to Sank Rapids, thence to St. Paul, the whole route being on a good wagon road.

To Bois des Sioux he was in company with Kittson's train, which separated from him at that point and proceeded to Traverse des Sioux, where he arrived on the 19th ult.

Relief for the Montreal Sufferers.—The sum of $16,240 92 has been subscribed in New York, for the relief of the sufferers of the great fire in Montreal, and $15,000 of this amount has been remitted to the relief association there. The total loss by the conflagration is officially reported at $2,000,000, and the authorities are about to apply to their Government for a loan of $800,000 to enable the poor proprietors of lots to rebuild, for the repayment of which the city, its corporate capacity, will become responsible—the buildings to be either of stone or brick in the meantime, temporary sheds are to be erected for the homeless.

DAILY CRESCENT

THE NEW ORLEANS DAILY CRESCENT
OFFICE NO. 93 ST. CHARLES STREET,
Will be regularly served to subscribers in this city and Lafayette at an early hour every day, (Sunday excepted,) for $5 a month, in advance, payable to the office, or 15 cents a week, payable to the carrier.
TERMS OF ADVERTISING:
From and after this date the following rates of charges, per square of eleven lines nonpareil, will be invariably adhered to, viz:
First insertion, in all cases $1 00
Every subsequent insertion 50
Advertisements on the second page are charged as new each day.
A liberal discount will be made with those who advertise by the year or for a shorter time.
All Advertisements not marked will be published one month and charged accordingly.
The Crescent has strong claims upon advertisers as a medium of communication with the public. Its circulation, which was large when it came into the hands of the present proprietary, has been steadily and rapidly on the increase, even through the dullness just closed October 28, 1851.

OFFICIAL JOURNAL

OF THE CONSOLIDATED CITY OF NEW ORLEANS.

THURSDAY MORNING, AUGUST 12, 1852.

AN IMPORTANT STEAMBOAT QUESTION.

The recent burning, and the great loss of human live attendant thereupon, of the steamer Henry Clay, upon the Hudson river, has, as usual, given rise to numerous and contradictory comments. These, in the large number of cases, have originated with those, who, living at a great distance and relying solely upon telegraphic rumors, could not possibly be in any way positive concerning the facts of the catastrophe. We have, notwithstanding, seen the most positive expressions of opinion, favorable and unfavorable, in regard to the conduct of the officers of the ill-fated steamer.

On both sides, we consider them ill-judged and ill-timed. The officers of the Henry Clay (as the telegraph has informed us) have been arrested, and must answer fully to the laws. In the mean time, and more specially from remote quarters, they are neither entitled to exculpation nor justly open to censure. Public opinion should not be made up for or against them. A jury of their countrymen will do them full justice—nothing more and nothing less; and having full confidence in the correctness, probity and equity of the jury system, we quietly await the result.

We believe that there are few persons of our years, in the Southwest, more intimately and extensively acquainted with steamboat-men; and, we must say, in justice to them, that we never heard any other set of men talk more fairly, sensibly and pointedly of the burning, sinking or explosion of steamboats. We have yet to meet with the first one of them who did not say carelessness, recklessness or ignorance upon the part of any steamboat officer, when clearly proven, ought to be severely punished, for many reasons.

Let us illustrate by what they have told us: the careless, or reckless, or ignorant officer endangers commercial property and human life, checks shipments and the travel of passengers by the casualties and fatalities he causes, comes into unfair competition with careful and experienced men, and discredits an occupation upon which such depend for a livelihood.

But how is it to be shown that any officer was guilty of carelessness, recklessness, or ignorance? How is the odium of the vague but certain rumors following a steamboat casualty, to be lifted, as a cloud is lifted, from his name? How is the careful, prudent, intelligent steamboat officer to be protected from the unfair competition of the careless, reckless, and ignorant? Plainly, only by a judicial trial; there is no other way under heaven.

We know that in case of every steamboat casualty, there are loud, and in numerous cases, senseless, outcries; but how are we decide when they are just or unjust? Who is to establish a case before the public, which will vindicate the steamboat officer, restore public confidence in his management of a boat, and enable him to secure a profitable or even paying business? Who or what is to give anew, driving back certain, if unjust, suspicion, and stamping with reprobation vague but certain rumors, that position which will secure him employment or business patronage? The intelligent steamboatman has repeatedly answered, "our protection and vindication must be found in the just laws."

We know, too, that, with every quality of carefulness, experience and intelligence in steamboat officers, the most disastrous accidents may happen. Protection in such cases is to be found in the fact that the proof of carelessness, recklessness or ignorance must be clear and positive—not presumptive or circumstantial. Their own lives are as much as (if not more fully than) at stake as (or than) those of others; and this fact should, *prima facie*, give a presumption in their favor. We have twice been on boats with two of the most faithful, intelligent and experienced engineers, on the South-west waters, when we were within a hair's breadth of explosion. In both cases, the spongy, cork-like wood which abounds upon the Mississippi, had been "sucked in," and the supply of water to the boilers stopped in such a way as to puzzle the most experienced engineer, and mislead him to believe that his boilers were regularly filling up. In another case, we were standing by an A No. 1 pilot—every thing was almost as clear as day before us—when, quick as thought, a fog came down; and, in the darkness of the night, and upon one of the highest floods of the Mississippi, land not to be reached except through dense forests, we floated helplessly. Suppose, we, descending, and knowing not one point of the compass, had struck an ascending boat—could the officers of our boat have been to blame? Could any blame have morally attached to the officers in any of the cases we have mentioned? Certainly not: there is reason in all things.

But when boats come to racing one against another, there is very little reason in the premises. We have, time and again, been on a boat when racing with another. What have we seen? Why, everything and everybody excitement on board—the captain, the pilot, the engineers, the crew, all excitement; the steam hissing fiercely, the fires crackling and blazing angrily, (under the irritation of rosin and pine-knots,) and the machinery groaning heavily, like a giant in torment—and above all this, some two hundred to three hundred souls in danger of immediate destruction. Steam-enginery is a dangerous power. It holds a fearful and mysterious giant confined; and when the strength of that giant has been worked off, and only the terrible gas of the steam-boiler is left, there is no prison under heaven which is will not rend asunder, destroying everything, animate or inanimate, in its path. Should men controlling such agents become excited? or should they not ever be watchful and prudent? In a race, we have seen the very solder melted from a safety-valve, and old boilers exposed to the most merciless heat—boilers already nearly burnt out. We have known boats, notoriously slower than others with whom they have sought competition, urging every power, straining all their machinery, and risking hundreds of lives, for the vain-glory of trying to enter a port within an hour or two of a more prudent competitor; and we must confess, too often passengers urged the officers to the imprudent effort.

It is idle to talk about "speed" and about "restrictions upon speed." The owners and officers of a boat, without any racing or attempt at racing, learn, and the public also, what is the average speed of a boat; and a race is nothing more than an attempt to force extra and unsafe speed out of machinery and power. If the owners and officers of a boat find the average speed of a boat they own less than that of others, they will go to them for the necessary information in constructing a new one. No one in racing against time ever raced with the same excitement and defiant recklessness with which he raced against another boat. The speed of a boat is not her character, except for "the fancy passenger business." The largest, most valuable and paying freights seldom go upon "the fast boats;" and "the fancy passenger business" these secure is notoriously but of slender profit. A boat's character is reasonable, not "racing," speed; capacity of tonnage; soundness of hull; safety of machinery; experience, care, punctuality, and business-like habits of officers.

When a boat is racing, we assume that the officers are excited; when they are excited, that they are not as careful and prudent, any more than a man under the influence of ardent spirits, as at another time; when they are less careful and prudent than under usual circumstances, we assume that casualties and fatalities are more likely to occur. And we assume further, as the honest and merciful speed of a boat, that which is her average not her forced.

At what time have steamboat accidents most frequently occurred? When boats were racing. The Henry Clay was burning (so says the testimony) for more than half of an hour before the officers, though warned of it, noticed or gave attention to the fact. Had they not been under the undue excitement of racing, would this have been the case?

The St. James was racing when she exploded with such terrible and melancholy consequences, darkening an entire community in gloom. For nearly half of an hour before the catastrophe, the officers of the California scented that terrible gas, which is more deadly than simoon, or whirlwind or tempest in its ruinous work. Would not the officers of the ill-fated steamer have noticed it had they not been under the undue excitement of racing?

What has been the result? There are dead in the grave-yards, and dead swept over by the waves or driven far out upon the seas. There is the darkness of mourning in many a late cheerful home. Familiar voices are absent from family converse; familiar forms are missed from family circles; accustomed counsel no longer warns and guards; affectionate arms embrace and cherish no more. By many a darkened hearth, which late glowed brightly, sit Woe and Penury, and Happiness and Comfort have been suddenly chased away. There is a wall of agony in households, in which wives have been made husbandless, husbands wifeless, children orphaned and parents childless. There are those whose paths in life might have been bright and happy, who now see only a stern and dismal blank before them. If all this has happened that boats may attain to "the perfection" of "speed," the end has been sought at a terrible and costly price.

These views are honest and frank; and we believe our blunt, common-sense steamboatmen, asking nothing but what is right, and approving nothing that is wrong, will fully endorse them. And the important question for steamboatmen is, can they approve racing?

The List of Letters will appear in to-morrow's Crescent as usual.

Error.—We were led into error by some of our friends, in announcing a whig barbecue, at Bayou Goula, on next Saturday.

Scott Rangers.—Rally, Rangers; rally; rally; let us visit our Lafayette friends, to-night.

The Mail.—We yesterday received Boston, Baltimore, and Washington papers, as late as due, but nothing came through from New York or Philadelphia.

Thanks to the Steamers Amaranth and H. D. Bacon for late St. Louis papers. The latter, (a handsome boat,) H. A. Eaker, master, leaves for St. Louis on next Friday.

We are indebted to the clerk of the splendid St. Louis steamer John Simonds for river favors.

Passengers Sailed.—The following is a list of passengers per steamship Crescent City, Lieut. Porter commanding, which sailed yesterday morning, at 9 o'clock, for New York, via Havana:

For New York—Jas Robb and servant, W T Hall, S T Chatterton, N Hawkins, J R Jennings, geo H Wing, C Clark, Mathew Paul, Paul servant, J Boyer and lady, C Dooley, lady, children and servant, Col J G Symmes, C Hornsby, G C Wilcox, F C Barker, W A Bartlett, Isaac and child, E Severin, J Hagan, Miss J W Smith, Mrs Rosa Mack, Miss Cora McCormick, Miss Alice Gray, Maitland Allen, D F Palmer, C B Wilson, J B Scott, P Bryant, R W Lake, G Kennison, Hal Lawton, S M Holliday, Madame A Coutelet, O L Dillman, S Norris, L Daly, Mr Chase, W S Burkes, D M Ortley, Mrs Tainer, J P Jeffers, Capt J B Sears, O'Sullivan lady, A W Coon, A D Stanton, J A Lewis, W H Hudson, C Gwathmey, E Gunn, J C Kneelly, A W Walker and lady, Mr Dudley, boy and child, Mrs J Lincoln, Mrs M A Stratton, 2 children, Madame Schlosser, L Medly, Lieut Porter and 44 in steerage.

For Havana—J H Fitch III, Madame S Fillonzie, P Gomez, A Costa, Mr G A Marcuse, M Sanjuan, F S Aguilar, M F de Cordova, E Coll.

River Intelligence.—The steamer Western World has undergone a thorough overhauling in St. Louis, and may now be considered as a new boat. She may be expected here in a few days, to take her place among the St. Louis packets. Captain Norton will command her, and Mr. M. Fullerton will be her clerk.

The Highland Mary, at St. Louis the 5th instant from Kanesville, reports four or five deaths at that place on the 30th ult., from cholera. There were several cases which it was thought would terminate fatally the day that they left. The river was falling, with four feet on the principal bars above St. Joseph, and four and a half to five feet below.

The new steamer Fanny Spaulding arrived at St. Louis from the Ohio river on the 4th instant, her first trip. She is said to be a neat and well finished boat. She would have to remain at St. Louis until a rise in the river, and then she will go into the St. Louis and Louisville packet trade.

The steamer James Robb reports that the steamer Falcon, from this port for St. Louis, sunk her barge, laden with salt and molasses, a few miles above Cairo.

The river opposite St. Louis was reported falling slowly on the 4th inst.

The St. Louis papers of the 5th instant report the steamer Wyoming aground above the Lower Rapids.

At St. Louis, on the 5th instant, the steamers Simonds, Pacific and Alton, were receiving, and shippers were not contending for any reduction on freights to New Orleans. Flour was still taken at 35c., pork 8c., corn 10c., lead 12½c., oats, bran, bacon, lard, etc., 20c., tobacco $3 00, and hemp $6.

A Good Idea.—It having been suggested that a monument be erected to commemorate the the terrible catastrophe of the burning of the Henry Clay, the Philadelphia Evening Bulletin characterizes the idea as an excellent one, and hopes it will be carried out. "The very spot," says the Bulletin, "where the boat was driven ashore should be purchased, and a column erected that might not only commemorate the loss of the wretched victims, but serve as a beacon and a warning to all steamboat officers of the awful results of steamboat racing. A monument of the kind, seen thus daily from every boat, would keep the recollection of the catastrophe fresh in every memory, and most probably prevent the recurrence of any thing of a similar nature."

Operation of the Navigation Laws.—In answer to the question, "how has England been affected by the navigation laws?" the Philadelphia Evening Bulletin states that in 1849, the British tonnage which entered the British ports was 4,396,375, and the foreign 1,650,944. In 1851, the British tonnage entering British ports was 4,285,340, and the foreign 2,259,988. In this it appears that while, under the operation of the new law, British tonnage has increased not fifty per cent. A very considerable portion of this foreign tonnage belongs to the United States. The repeal of the old restrictive system of Great Britain has consequently benefited the United States.

The Bulletin also states that the American tonnage entering the ports of the United States, in 1851, was 1,864,340, or nearly three quarters of the British tonnage entering the ports of the United Kingdom in the same year.

Infanticide.—A dispatch from Philadelphia, dated the 4th instant, says: "A most horrible case of infanticide occurred in Spring Garden yesterday. A young Scotch girl, sixteen years of age, named Mary Craft, who was employed as a domestic by Albert Shuster, keeper of a public-house in Spring Garden street, above Smith, was known to be enceinte. Whilst up stairs by herself she was delivered of an infant, which she disembowled, and afterwards nearly cut the head from the body with a penknife. On being arrested she confessed the crime, and said she done it to hide her shame. The body of the child was found in a clothes basket among some soiled clothes. The father of the child is quite a youth."

New Patent Law.—A new patent law has just gone into operation in England. Under its provisions, only one patent will be necessary for the United Kingdom and Colonies. The expense of procuring it will be as follows: On issuing the patent, fees and stamps, £25; at the end of the third year, £50; at the end of the seventh year, £100. The patent is to be void at the end of the third and seventh years respectively, if the fees due at those periods are not paid. The entire expense is yet extraordinarily large; but a great advantage is gained by the comparatively small amount which is necessary in order to give the invention a fair trial. If, at the end of three years, it is found unproductive, of course no more expense will be incurred; but if the contrary, it will easily afford the means of meeting the additional tax. The same rule will govern the conduct at the end of the seventh year.

TELEGRAPHED TO THE CRESCENT.

By the United N. O. and Ohio and People's Line.

Free Soil Convention

Pittsburgh, August 10.

Delegates to the Free Soil Convention are arriving rather numerously. The States of Ohio, Pennsylvania, Illinois, Wisconsin and Kentucky are fully represented. John P. Hale is expected to receive the nomination for the Presidency.

Another Seizure on the Fishing Ground.

New York, August 10.

Another schooner, the Florida, has been seized on the fishing ground, and taken into a British-American port for examination.

New York Markets.

New York, August 10.

There has been a rather active demand in the Cotton market to-day, and the sales embrace 2500 bales. Middling Orleans is quoted at 10¾ to 10⅞c., and Middling Uplands at 10¼ to 10⅜c. ⅌ lb. Flour is in fair demand, and 10,000 bbls. have sold at $3 93¾ to $4 00 ⅌ bbl. for State brands. Corn has been in request, with sales of 28,000 bushels at 63½c. ⅌ bushel for mixed Western. Mess Pork steady at $20 ⅌ bbl. Lard is selling at 11½c. ⅌ lb. bbls., and 12c. in kegs.

Congressional.

Washington, August 10.

Neither House of Congress is in session to-day, both having adjourned on account of Mr. Rontoul's death.

Ohio River.

Pittsburgh, August 10.

The river here is rising very slowly.

Lunch at the Shades.—The bill of fare at the Shades to-day is made up of all the good things the market affords. Pat Byrnes is now at the head of the liquid department, and he is *en fait* in all the details.

The Officers of the Henry Clay.—The engineer, pilot and clerk of the steamer Henry Clay have been arrested and held to bail in the sum of $1000 each to answer the charges brought against them.

Steamer Burned.—A dispatch from Toledo, Ohio, dated the 5th instant, says: "The steamer Swan, running between here and Detroit, took fire at her dock last night and was completely destroyed. No Lives lost."

The Cutter Fancy.—Five persons were drowned by the capsizing of the cutter Fancy, in New York Bay, on Monday 2d. Among the lost are James Staff, Thomas Jackson and the Quarter Master.

Post Office Operations.—During the week ending on the 31st ultimo the Postmaster General established forty-eight new post-offices, discontinued seventy-two, and changed the names of five.

Execution of Mathias Stupinski.—Mathias Stupinski suffered the extreme penalty of the law on the 6th instant, at Philadelphia, for the murder of the boy Lehman some time since, in that city. He made no confession.

More Incendiarism.—Another incendiary attempt was made in Savannah on the night of the 5th inst. A stable belonging to Dr. Wragg was set on fire, but the servants extinguished the flames before much damage had been done.

Burned to Death.—Three children were burned to death in Boston on the night of the 24 inst. They were in bed, and the bed clothes taking fire from a candle, they were suffocated by the smoke and flame before assistance could be rendered.

Hominos.—We learn from the Tuskegee (Ala.) Republican, that an old man named Spear, over 80 years of age, was killed near Tuskegee week before last, by a young man named Ray. The homicide was arrested and committed to jail.

A Curious Fact.—A modern philosopher, taking the motion of the earth on its axis at seventeen miles a second, says, that if you take off your hat in the street to bow to a friend, you go seventeen miles backwards, without taking cold.

Railroad Meeting.—A railroad meeting was held at Clearville, Ala., on the 22d ult., and $30,000 subscribed towards holding a road from that town to connect with the Girard Railroad at some convenient point. Efforts will be made to extend it to Dadanla.

Steamship America on Shore.—The British mail steamship America, sailed from Boston on the 4th instant, with $150,000 in specie on freight. On the 6th she was on shore near Halifax, but it was thought she would be got off without sustaining any injury.

Cholera in Ohio.—A letter to Levi Cozzens, Esq., of Utica, dated Mount Sterling, Ohio, July 27, announces the death in that place of his brother Chas. W. Cozzens, of cholera. The letter adds that there had been fifteen deaths by cholera in that place.

Fire in Chicago.—About twenty buildings were destroyed in Chicago on the morning of the 30th ult. The fire broke out in a burning shop owned by Mr. Hemon, on Clinton street, and swept all the buildings on Washington street, and back on Randolph street to the alley, including lumber yards belonging to different owners. The entire loss is estimated at from $15,000 to $20,000.

Fruit in August.—A gentleman who passed through Ashfield, Mass., on the 24 inst., informs the New York Journal of Commerce that frost was plainly visible for some distance along the valley in the vicinity of "Spruce Corners." Fences, bridge planks, etc., were white covered with it.

Earthquake.—A slight shock of earthquake was felt on Sunday forenoon, the 1st instant, at the village of Groton, Ct., the first sound of which somewhat resembled the falling of a person on the floor in the upper rooms of the house, but it was followed by a rumbling noise, of a few seconds in duration, and a trembling of the house. Persons out of doors sensibly felt the trembling of the ground.

Mackerel Fishery.—The Newburyport (Mass.) Herald says, large quantities of mackerel were taken last week at the shoals, by seines. 5000 to 6000 were frequently taken at one haul of the seine, and sold on the spot at 2½ to 2¾c. each. Several seine owners made $1600 each, and those engaged in setting and hauling $10 to $15 a day.

Losses by Fire in Boston.—During the month of July there were sixteen fires in Boston, involving a loss of $234,922, on which there was an insurance of $98,507. For the corresponding month last year the loss was $19,038. Insurance $11,318. For the first seven months of 1852, the loss in the city by fire nearly reached half a million dollars, while for the whole of the year 1851, the loss was but $262,822.

Chinese Emigration.—At a recent meeting of the American Board of Foreign Missions, held in New York, the following extract of a letter from China was read: "The emigration to California still goes. A ship lately returned to China with fifteen Chinamen, one of whom had $10,000 for his share, after three years' labor, and others averaged $3500 a piece. The better part of the population were going to California, as the poorer class could not raise $100, which it would cost to bring them over."

The Honey Bee in California.—Mr. W. A. Buckley, of Newburg, New York, has succeeded in introducing the honey bee in California. Out of three hives taken from that State, he succeeded in crossing the Isthmus with one, which arrived at San Francisco recently in healthy and working order. Great difficulty has been experienced in importing bees to the Pacific in consequence of the wax melting in the tropics. Numerous experiments have failed on this account.

The Sovereign of the Seas.—This vessel, said to be the largest and most beautiful merchant ship in the world has cleared at New York for San Francisco, on her maiden voyage. Several heavy bets in relation to the passage have been made, one of which is, that she will accomplish inside of ninety days, and another, that she will beat the crack passage of the Flying Cloud. On each of these bets $10,000 are at stake. She is about two-thirds loaded with a miscellaneous cargo, which has been taken at unusually high rates, namely, 7½ to 9c. The ordinary rates are from 45 to 60.

Crops at the North.—The hay crop is light throughout New England, so far as our knowledge extends, and the crop may be said of the eastern portion of New York. The drought has also materially affected the potato crop, and prices are unprecedently high for this season of the year. Indian corn looks better, but has suffered more or less. Early potatoes are too far advanced to be much benefitted by rain, even if it should now come. The above is what we have had occasionally of late, would have sufficed, were it not that the ground was like an ash heap, for many inches in depth. Fortunately our country is a broad one, and our crops various. The grain crops, taking the country at large, have seldom been better. [N. Y. Jour. Com.

Death of John Dix and Richard R. Dix.—By the London papers we learn that these distinguished persons who have lived so long (some 700 or 800 years) as to be considered immortal, and who were apparently the largest owners of real estate in Great Britain, will cease to exist on the 24th of October next; an act of the recent session of Parliament providing that instead of the present proceedings in actions of ejectments (in which these worthies always took a conspicuous part) the writ shall be directed to the person in possession of the demanded property, and in which the property shall be described with reasonable certainty.

London in 1852.—Mr. Weed, of the Albany Evening Journal, in a letter from London, says:

"Have you a realizing sense of what London in population and magnitude, really is? Do you know that in population it is larger than the census of 1840 showed the entire State of New York? The inhabitants of the cities of New York, Philadelphia, Boston, Baltimore, Albany, Troy, Utica, Syracuse, Rochester and Buffalo combined, would not make, by three or four hundred thousand, another London! It has already swallowed up all the surrounding villages, and is extending its lamp districts in every direction, as rapidly as Milwaukee or Chicago spread themselves. I have been driven five, six, seven and eight miles in different quarters, without getting through the wilderness of dwellings. The railroad runs for miles, not through but over the city. And as for the wealth of London, why, that is beyond the power, if not of figures, at least of computation.

The Niagara's News.

The Baltimore Sun contains the following telegraphic summary of the miscellaneous news brought by the steamer Niagara, which arrived at Halifax on the 4th inst.:

The City of Glasgow sailed for Philadelphia on the 21st ult., with 164 passengers.

Marshal Excelmans was killed at Paris by falling from his horse.

M. Leblanc had been called upon to form the Belgian Cabinet.

The American squadron arrived at Naples on the 21st ultimo.

England.—The classification of the new House of Commons is as follows: Ministerialists 325; Opposition 272; Ministerial majority 53. Forty Liberal Conservatives are included with the Ministerialists.

At the yacht race at Cowes on Thursday, the American was beaten by the Arrow.

The bullion in the Bank of England amounted to £21,660,000. Money was abundant.

Trade in the manufacturing districts was not so active.

France.—The President's visit to Baden was connected with a matrimonial project for the hand of the Princess Caroline de Vasa, granddaughter of the Duchess of Baden.

The President contemplates a visit to Algiers.

It is reported that a change will take place in the ministry after his return from Strasburg, and that more political arrests will be made.

Petitions for the establishment of the Empire are filling up rapidly under the superintendence of the local authorities of various places.

The expedition of Gen. Montauban to the frontier of Morocco had proved successful.

Ireland.—The gain by the Derby and anti-Catholic Ministry of the two members from Dublin, has caused much surprise.

Queen Victoria and Prince Albert are expected to stop at Cork while on their aquatic tour. They are accompanied by a steam squadron, consisting of nine vessels. The Catholic portion of the population were averse to joining in the honors preparing for them, but all was enthusiasm among the Protestants.

The rumors of the appearance of the potato rot were not credited. The crop, it was generally supposed, would be good.

Italy.—Sixty persons had been arrested at Mantua, including the Archbishop of Rivera and six other clergymen, by the Austrian Commissioner, on suspicion of holding liberal views. Count Tancred Mosto and other noblemen had also been apprehended at Rome for the same cause.

The Henry Clay Calamity.

Latest Particulars—*Verdict of Coroner's Inquest against the Officers and Owners*—By yesterday's mail we received the verdict of the Coroner's inquest over the bodies of 40 of the victims of the steamboat Henry Clay, in which they declare:

That John F. Tallman was captain, and one of the owners; James L. Jessup was clerk; Edward Hubbard, pilot; John Elmendorf, second pilot; John Cornelius, engineer; Charles Merritt, assistant engineer; and that a certain young man, whose name is unknown to the jury, but who was employed to attend bar for said steamboat, and that they were all on board, and each of them had part of the charge of said steamboat, and that after leaving Albany on that day on which the steamboat was navigating the Hudson river, in this State, and while engaged in the conveyance of passengers, of excelling in speed a certain other steamboat, called the Armenia, or for the purpose of increasing the speed of the said Henry Clay, did create, or allow to be created, an undue or unusual quantity of steam, and in so doing did make, or allow to be made, excessive fires, and did not use ordinary prudence in the management of said fires; and although often being remonstrated with by different passengers, did for a long time continue the excessive fires; and in consequence thereof, through their culpable negligence and criminal recklessness, the Henry Clay did, at fifteen minutes after three o'clock on the afternoon as aforesaid, take fire, and all the deaths ensued as aforesaid. And we the jurors say that the death of all the said persons and of each of them was the result of an act perpetrated by John F. Tallman, Thomas Collyer, James L. Jessup, James Simonds, Edward Hubbard, John Cornelius, Charles Merritt and the said bar-keeper, which act was eminently dangerous to others, and evinced a depraved mind, regardless of human life, although it was perpetrated without any premeditated design to effect the death of any particular individual. [Signed by all the Jury.]

The operations at the wreck on Tuesday were continued, and resulted in the removal of all that was left which was worth bringing to the city. The whole of the timbers were, in fact, raised, but no more bodies were recovered. In the location immediately beneath, where the engines stood, a quantity of gold, silver and copper was found. The coin which it had composed appeared to have been completely molten, and ran into all sorts of shapes as it fell into the water.

The force with which the Henry Clay struck the bank of the river must have been tremendous. Some of the heavy iron work of which the machinery was composed, was twisted into contortions and mere shapes, as if it had been mere wire. One of the connecting rods, as large round as a man's leg, was bent up like a fish hook, and then broken off. The boilers are said to be in a remarkably good condition.

The coroner of Westchester county has but 78 names on his list of those who perished, but according to the lists which have been published, there appears to be 75. The men employed by the coroner were still engaged in dragging for bodies, but up to a late hour on Tuesday evening, no new discoveries were reported.

Congressional.

Washington, August 5.

The U. S. Senate on Thursday took up the President's message, which was received on Tuesday in compliance with a resolution of the 23d ult., requesting information in regard to the fisheries on the coasts of the British possessions in North America, transmitting a report from the Acting Secretary of State, and the documents by which it was accompanied.

The Hon. Hannibal Hamlin, of Maine, resumed and continued his speech on the subject. He explained the importance of the interests engaged in the fisheries, and was in favor of protecting them, and referred his opinion that the interpretation put upon the treaty by the American Government was right, and should be sustained at all hazards, inasmuch as the conduct of England in this matter could never be submitted to without sacrifice and disgrace.

The Earlier consideration of the subject was then postponed for a week.

The Senate next resumed the discussion on the bill making appropriations for the current and contingent expenses of the Indian Department, for fulfilling treaty stipulations with various Indian tribes for the year ending June 30, 1853.

The House of Representatives took up again the bill from the Committee on the Judiciary to regulate fees and costs to be allowed Clerks, Marshals and Attorneys of the Circuit and District Courts of the United States and for other purposes.

The Hon. James X. McLanahan, of Pennsylvania, then explained the provisions, and stated that the subject was one of great importance, and demanded the earnest attention of Congress. Pending, however, the discussion, the morning hour expired, and on motion the House went into Committee of the Whole on the state of the Union and resumed the consideration of the bill making appropriations for the Civil and Diplomatic expenses of Government for the year ending the 30th of June, 1853, and for other purposes.

An amendment was adopted appropriating $16,000 for the salary and outfit of the Commissioner to China.

Washington, August 6.

In the U. S. Senate on Friday, the Hon. Alpheus Felch, of Michigan, reported adversely upon the land distribution bill, and the homestead bill to cede the public lands to the States in which they lie.

The Hon. William H. Seward, of New York, submitted a resolution, which was agreed to, calling for information as to whether the Sovereign of the Sandwich Islands has not proposed to transfer the sovereignty of those islands to the United States.

The Hon. Samuel Houston, of Texas, submitted a resolution to appoint a select committee of five to in