NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, AT NO. 98 ST. CHARLES STREET, BY J. H. MADDOX.

VOLUME V. WEDNESDAY MORNING, OCTOBER 27, 1852. NUMBER 207.

WANTED.

WANTED—A German just arrived from London, desires employment as a GOOD COOK, he follows the business for the present, has several years, and will give satisfactory references. Inquire at 144 Dauphine street, or a note addressed to "Figaro Cuisine," at this office, will meet with prompt attention. octo7 3ts&10ts

WANTED—A first rate Colored Woman, to Cook and Iron, Mary A. Gibbs, from 15 to 18 years old, in the Mobile Array at this office immediately. octo7 1t

WANTED—A Well Nurse without a child. Apply at No. 41 Esplanade street, between Carondelet and Dauphine streets. octo7 3t

HORSES WANTED.—The undersigned wishes to purchase for the United States Service, of the following description, with which they must comply in every respect, viz:

Not less than four nor more than eight years old; not less than fifteen nor more than sixteen hands high when under the saddle, and proportionably long or short to fall; smooth and compact in all their parts; free from all blemishes, unbroken to strength, perfect sidesaddle gaits; fitted for the most active military service; of good mettle, sure footed and free in all fast and trotting; with manner and calm leap, full and free long and fast trot, fast free free trot, or mixed trot; free from all indication of hard usage. They are to be free from the faults of vicious tricks, such as kicking or balking, and perfectly free from ruffle, cross, spirited, self-willed or restive, or imperfections that would interfere with the proper discharge of their duties.

The undersigned will make bids in the first instance, be presented for a preliminary examination and inspection, to Dr. J. SEPH ELLIOTT and Mr. NICHOLAS McKNIGHT, at the corner of Union and Carondelet streets, between 8 a. m. and after 3 p. m. Bids may be made if by letter addressed to the undersigned at 11 a. m. of any office in Camp street, or inside the Lafayette Exchange, or in person, by officers of the Army, and the hours of the office be in the city of New Orleans.

octo7 1t THOS. F. HUNT, Assistant Quartermaster General.

WANTED—A first rate Confectioner. Good wages and permanent employment during the business season with an owner, apply at the Crescent office. octo6 6t

WANTED.—A superior Horticulturist and GARDENER, one who understands practically practical horticulture, the raising and propagating of all kinds of fruit and ornamental trees and shrubbery, and also understands the raising of the best vegetables, and can bring good recommendations. Gardeners, Nurseries, Seed stores apply to or that they can give the best of references and guarantee satisfaction to a very qualified gardener, etc. Apply to

octo30 1m C. S. BROADWELL & CO., 98 Poydras street.

THE ADVERTISER would be glad to meet with a party requiring a BOOK-KEEPER AFTER HOURS, from 4 to 11 p. m. His present employing will satisfy all inquiries as to character and standing. Compensation moderate. Address BOOK-KEEPER, 40 Carondelet street. octo1

WANTED—A Journeyman Book-Binder. Apply at No. 40 Camp street.

octo 27 WILLIAM BLOODFIELD, SR.

TO RENT.

STORES TO RENT—The three fine three story BRICK BUILDINGS, Nos. 95, 96 and 97, fronting the levee, and extending back to Gravier street.

Also, three very BRICK BUILDINGS, Nos. 16 Gravier street, joining the above, extending back to Nos. 95 New Levee. Possession given 1st Nov. next.

Also, very BRICK STORE, No. 18 St. Charles street. Possession given immediately. Apply to

octo 15 1m E. ROUMAGE, 21 Royal street.

OFFICE TO LET.—Front Office, Second Story, 98 Carondelet. Possession given on the first of November. Apply to HART, WOLFE, on the premises. octo 12

TWO RENT—The large and commodious three-story BRICK DWELLING HOUSE, containing twelve rooms, situated at the corner of Julia and Barone streets. Will be rented separately if required.

The STORE No. 527 Julia street, next to the corner of Baronne. A good stand for any kind of business.

Also, the DWELLING HOUSE, No. 29 Carondelet street, between Gravier and Perdido streets.

Several OFFICES and ROOMS in the Arcade Passage. Rent low to good tenants. Apply at 93 Carondelet street, up stairs. octo7

TO RENT—With immediate possession—The STORE and DWELLING HOUSE, No. 61 Common street, opposite the City Hotel. Apply to BARELLA & CO.

octo 1 3ts

TO RENT.—Several handsomely furnished ROOMS to rent, at No. 41 Perdido street, between Carondelet and Baronne streets. Apply on the premises. octo27 1t

FOR SALE.

FOR SALE—A Plantation of about 750 acres, on the Mississippi, with large DWELLING HOUSE and extensive outbuildings, now in the occupation of THIRTY SLAVES, and all the necessary implements. A tract of 160 acres due DIMMICK SAND, in the parish of St. Helena, with a fine DWELLING HOUSE, GRIST MILL and five to ten SLAVES. A good DWELLING HOUSE and a lot in square of ground, also LAND on Magazine, Nos. 4 and 6 Bourbon, and Nos. 3 and 5 Dauphine streets, and several smaller properties in various parts of the city and suburbs. For sale by

octo 23 3ts E. G. SOUTHMAYD.

DRUG STORE FOR SALE—On account of circumstances, a NEW DRUG STORE, well situated, in the Fifth Ward, corner of Third street, Second District. Terms liberal.

octo 19 1m

FOR SALE—A double FRAME HOUSE, with four rooms and two cabinet rooms, with double kitchens detached, situated on St. James street, Fourth Street. The lot fronts 60 feet by 150 feet from the street, and hundred feet deep. Each house has a gas alley. For terms and further particulars apply to

octo1 1m C. B. BIDDASWELL & CO., 38 Poydras street.

HOUSES AND STORES FOR SALE.—A neat COTTAGE HOUSE, a LARGE TWO-STORY HOUSE, and a LARGE PROMINENT STORE, corner of Chartres street, and St. Jackson street, Fourth District.

TWO FRAME DWELLINGS in the rear of St. Charles Hotel.

TWO LARGE BRICK HOUSES on Dauphin street.

ONE HOUSE on Barrack street.

ONE HOUSE on Bayou Road.

FOR RENT.

A STORE on Camp street.

A STORE on Levee street.

The FINE FOUR-STORY STORE No. 101 St. Charles street.

The FINE FOUR-STORY STORE opposite St. Charles Hotel.

octo 1 3ts E. SOUTHMAYD, 16 Commercial Place.

COAL FOR SALE—45,000 bbls. Pittsburgh Coal afloat and for sale by THOS. G. MACKEY & CO.

sept1 3 Canal street, corner Magazine, up stairs.

CYPRESS LUMBER FOR SALE—50,000 feet of "Homesbitts" Cypress lumber, for sale by THOMAS G. MACKEY & CO.

sept1 3 Canal street, corner Magazine, up stairs.

FOR SALE.—A Lease of a residence in Canal street—good as shortest, rent moderate—to the highest bidder, together with the FURNITURE, BEDDING, etc. to a good purchaser the terms will be accommodating, and immediate possession given. For particulars, address box T. No. 49, Post-office. 237

REMOVALS.

REMOVAL.—TAYLOR, HADDEN & Co. have removed their CLOTHING ESTABLISHMENT from corner of Magazine and Gravier to 54 Canal street. They have just received from their agents, the largest and most fashionable stock of CLOTHING and FURNISHING GOODS, which they offer to the trade on liberal terms. The Retail Department is to arranged, gentlemen may be fitted with ready made or to order.

octo 1 3m

NOTICE.—BARELLI & Co. have removed back to their old stand, 61 Commercial, opposite the City Hotel.

REMOVAL.—CAMMACK, SQUIBES & WEST have removed to No. 44 Carondelet street. octo 1 1m

EDUCATION.

PUBLIC SCHOOLS, First District.—Application for the situation of FEMALE TEACHER in THIRD HIGH SCHOOL, FIRST DISTRICT, will be received until SATURDAY, October 30. Applicants in writing to be left with Judge HOLT, President of the Board of Directors, No. 80 Camp street, or Dr. BALDWIN, Chairman Committee on Teaching, residence No. 48 Magnolia street. octo 26 1t

PUBLIC SCHOOLS—SECOND DISTRICT.—Applications for a post of TEACHER OF MATHEMATICS in HIGH SCHOOL FOR BOYS, will be received at the office of the Secretary of the Board of Directors until the 1st of NOVEMBER NEXT.

octo 23 1t GEO. H. BISSELL, Superintendent.

RE-OPENS 1st Sept.—English and French BOARDING SCHOOL FOR YOUNG LADIES, at BOARDING DAY PUPILS. No. 84 ST. LOUIS STREET. Directed by the MISSES ALLISON, from London. For the Terms, names of the Professors, etc., apply at the Institution.

References—Hon. Judge McCaleb, President of the University; Judge Rawle, J. Seybert, Esq., A. C. Hunnewell, Esq., H. Lockett, Esq., Lawrence Keene, John Shiels, Samuel J. Peters, Esq., Jerome Commerford, Esq., Rev. Leo Ley, Esq. aug30 6m

FOR LAKE BORGNE and MEXICAN GULF.—The New Lake Pontchartrain Steamboat LEXINGTON will leave Carondelet Canal on SUNDAY MORNING, at 10 o'clock, and as soon after THURSDAY, the 14th October, Lake Cars will leave regularly as below.

LEAVE THE CITY AT MEXICAN GULF.—Depot corner of Good Children street and Gibson Hayes.—NO PROTOCHOULE, Lake Borgne, distance twenty-seven miles. Fare through Fifty Cents, Children and Slaves half price.

LEAVE THE CITY AT 8½ A. M. LEAVE THE LAKE AT 6 a. m.

" 3 p. m. " 4 p. m.

" 4½ p. m. " 5½ p. m.

Office No. 99 Common street, for all business of the Railroad Department, or on board the Steamboat, or at the office of Alex. Gordon, Crescent, apply to W. G. HAREWELL, Executor. octo27

NEW ORLEANS and Carrollton Railroad—Carrollton Line.

Departure of Trains. From Port Orleans.

Horse Cars—5 and 8½ a. m., 10½, and 1½ p. m.

Steam Trains—6 a. m., and every hour afterwards until 9 p. m., including evening trains at 6½ and 9½ p. m.

FARE—10 cents. Children under 10 years and Servants 10 cents.

Passengers are requested to be on the boat 10 minutes before advertised time of departure.

LAFAYETTE LINE.

Omnibus Coaches will leave the Depot, No. 18 Baronne street.

Departure of Cars.

In Winter, from Lafayette.....7½, 9 and 11½ o'clock.

Depot, 18 Baronne street.....7½, 9 and 3½ p. m.

In Summer, from Lafayette.....7½ and 9 a. m.

Depot, 18 Baronne street.....3½ and 5 p. m.

After which the cars will leave each evening every fifteen minutes until 9 o'clock, a. m.

Year at 8½, 10 and 11 p. m. from the Depot.

At 6½, 8½ and 10½ p. m. from Lafayette.

FARE—10 Cents each way. Children and Servants half price.

N. B.—Special Night Cars for Private Parties, Evenings, also, supplied when required, after the above-mentioned hours. octo1 1y

ROUGH AND READY LINE OF OMNIBUSES—NEW ROUTE.—On and after Sunday, October 17, the Company will commence a new route, running from the corner of Canal and Carondelet streets to the corner of Plache and Esplanade streets, via Marais street. Said Omnibuses will pass each way every fifteen minutes, and to read starting at the same time as the Rousseau street Carriages do, will cause them to be on a par of Stages.

Fine Carriages on car, Planche and Esplanade cars, 10 min. to 8 a. m.

Lafayette, Canal and Charters.....10 min. to 9 a. m.

Planche, Canal and Charters.....10 past 9 a. m.

Line do.....10 min. to 10 a. m.

Tickets six cents, sold in package of ten by the carriers and drivers. Transfers free.

No smoking permitted inside the carriages, or on the stage.

Passengers having means to compensate the drivers, will obtain a favor by taking the number on the door of the Omnibus, and reporting, as it is our wish to conduct our carriages in such a manner as will give satisfaction to all classes who favor us with their patronage.

octo 15 1y J. S. SLAWSON & CO.

VARIETIES STABLES.—Hackney Stables, Harbor street, next door to the Varieties Theatre.—The undersigned, proprietor of the establishment, begs to inform the public that he has made it a complete and fashionable Livery Stable, in addition to the Stock of Horses, to now assisted to offer to the friends any facilities they may require in the way of BUGGY HIRING. From the liberal patronage he has received, he feels that his Stable comprises some of the finest models in the City. Call and try them.

LADY BERNS, BLACK DICK,

DUCAS, HAM,

DAN RICE, NED HORTEN,

BOB TURTLE, ELLEN TREE,

GREY DUKE, LADY BERNS,

JACK DANVERS, BEN RIDLEY,

DUCHMAN.

And in addition to the above, the fastest Dude Tenessee in the county, equal to

MECHANICS' INSTITUTE, Philippa street, between Canal and Common streets.—CONCERT HALL AND LECTURE ROOM.—This large and commodious Hall, which, in the design and construction, is adapted to Musical and Oratorical Entertainments, has been nearly completed, and will be immediately opened for the accommodation of persons requiring the use for the above named purposes, at reasonable terms. Apply to H. FILHE HIRES, Treasurer.

octo 24 2m 105 St. Charles street.

CIGAR, MEXICAN AND PLANTATION TOBACCO.—The subscribers have constantly on hand and for sale at low by cash purchasers, CUBA, HAVANA, FLORIDA, MASON COUNTY, KENTUCKY, TENNESSEE AND MISSOURI WRAPPERS AND FILLERS. Also, Tobacco in hogsheads and bales, selected for the Mexican market, and for plantation use.

TURNER & RENEHAW, 107 Street and 42 Tchoupitoulas street.

octo 20 3ts

LAND WARRANTS PURCHASED AND LOCATED.—Holders of Land Warrants under Act of 28th September, 1850, can thus dispose of their claims to the highest cash price, by making application to the undersigned.

Note—Those not disposed to sell, may have their claims located on the choicest public lands, and a personal inspection to do so each time, if they desire, by application to

JOHN L. WILLIAMS, Corner of Third and Gravier streets.

octo 13 1m

SEA-GOING VESSELS.

FOR VERA CRUZ.—The A1 schooner BONITA, Capt. Shiss, having the greater part of her cargo engaged, will have immediate dispatch for the above port. For freight or passage, having fine accommodations, apply to the Captain on board, at Lower Pilgrim's Pier, or to

octo 27 BARELLI & CO., 61 Common street.

FOR LIVERPOOL.—The superior new flight dragoat ship PHOENIX, Capt. Nugent, will have immediate dispatch. For freight or passage, apply to

octo 26 JOHN TOOLE, 95 Bank Place.

FOR LIVERPOOL—The A1 fast sailing east India Orange Bentian ship SALEM, Capt. McGrath, will have immediate dispatch as above. For freight or passage, having superior accommodations, apply to

JOHN TOOLE, 95 Bank Place.

octo1

Will have QUICK DESPATCH.

FOR LIVERPOOL—The very fast sailing American ship COLUMBUS, N. C. Morris, master, having most of her cargo engaged and going on board, will have dispatch as above. For freight of 300 bales Cotton, or other light freight, having unexpected accommodation, apply on board, or Peet 16, First District, or

octo 1 TO O. T. HOGEST & CO., 10 Camp street.

NEW ORLEANS EMIGRANT AND REMITTANCE OFFICE.—The undersigned, at his old established office, continues to accommodate persons desirous of remitting money to their friends in England, Ireland or Scotland, with sterling drafts, payable in any part town in the above-named kingdom, and at same lowest. He also, as usual, continues having passengers brought from Liverpool to this city, on good shipping, reasonable terms. Persons living at a distance, by addressing a letter (post-paid) to the undersigned, will be promptly attended to.

sep 1 JOHN TOOLE, 95 Bank Place.

REGULAR PACKETS.

MOBILE.

FOR MOBILE.—Daily U. S. Mail Line.—Summer Arrangement.—The new and splendid low-pressure side-wheel steamer FLORIDA, Jesse Grant, master, and CALIFORNIA, H. F. Kenton, master, having been built expressly for the Lake trade, with superior accommodations, (the Cabin above steerage will have the Panoramic Railroad Daily), on new regular trips the Lake of 12 o'clock m. each, stopping daily at Fort St. Louis, and Pass Christian, going and returning, leave at Pontchartrain Wednesday and Saturday afternoons, and Mobile Monday and Friday afternoons.

Passengers and families with extra baggage ought to go down by the 12 o'clock a. m. cars, as the boats will not stop to take away freights after the arrival of the 12 o'clock cars.

Freight for Fort St. Louis and Pass Christian ought to be sent to steamer ST. CHARLES.

The Way Letter Bag for Mobile and Coast Landings will leave the office of the Agents at 50 minutes past eleven o'clock a. m.

R. GEDDES, Agent, 95 Bank Place.

jy1

WATERING PLACES

FOR BILOXI and intermediate landings—In place of steamer CALIFORNIA—The steamer ST. CHARLES, Capt. Chas. Walker, leaves New Orleans from the Lake end of the Pontchartrain Railroad, and returns from Biloxi, until further notice, as follows:

EVERY WEDNESDAY MORNING.....by the 5 o'clock Cars.

SATURDAY EVENING.....

FROM BILOXI:

EVERY MONDAY MORNING, EVERY THURSDAY MORNING.

R. GEDDES, Agent, 95 Bank Place.

ALABAMA RIVER.

FOR MONTGOMERY, WETUMPKA, SELMA and all landings on Alabama River, on New Basin, EVERY ALTERNATE WEDNESDAY.—Regular Alabama River Packet GEORGIA, Capt. F. S. Seal, commanding. A. McBride, Clerk, will resume her regular trips in the above trade, on the above days, as above, for freight or passage, apply on board, or

octo25 WHITE & SUCHANAN, 14 Poydras street.

FOR MONTGOMERY AND WETUMPKA—THROUGH LINE, via New Basin, The splendid, fast running and well known steamer ALABAMA, P. Roberts, Jr., commanding, will resume her regular trips between New Orleans and Wetumpka on or about October 10, leaving the New Basin EVERY ALTERNATE WEDNESDAY. The ALABAMA is staunch and well fastened, built expressly for the trade, and classed A No. One.

sep14 1t McDOWELL, JR., & CO., 19 Poydras street.

FOR MONTGOMERY AND WETUMPKA—THROUGH LINE, via New Basin. The entirely new and elegant steamer WETUMPKA, Capt. L. A. Coffin, commanding, has been placed in the above trade, will commence her regular trips to Wetumpka on or about November 1, leaving New Orleans EVERY ALTERNATE WEDNESDAY. The WETUMPKA is well calculated for the trade, being built expressly for it, and classed A No. One.

sep14 1t McDOWELL, JR., & CO., 19 Poydras street.

BALIZE.

FOR BALIZE.—BALIZE, S. W. PASS AND COAST PACKET.—Prem and sail Saturday, October 16, the steamer PASHION, Capt. C. H. Spear, will commence making her regular trips to Balize, leaving New Orleans for BAFFLING CANALOS WEDNESDAY, at 8 a. m., returns on Thursday evening. Leaves on SATURDAY, at 4 p. m., for BALIZE and S. W. PASS, and returns on Monday morning. For freight or passage, apply on board, foot of St. Louis street.

octo 23 1t

COAST.

FOR PLAQUEMINES.—Regular Packet.—Summer J. T. DOSWELL, Joseph Sellers, master, having been docked and thoroughly repaired—Hull, Engines and Boilers—to the entire satisfaction of the inspectors, as per out-State below, her Cabin having been refitted, newly painted and refurnished in the handsomest manner, will resume her regular trips in the above trade, leaving New Orleans for the trip on TUESDAY, October 26, and each succeeding FRIDAY and TUESDAY, at 3 o'clock a. m., during the season, on each Friday trip going down CYPRESS BAYOU CANAL, and each Tuesday trip to land of GRAND TRAIRIE. For freight or passage, apply on board, foot of Canal street.

NEW ORLEANS, October 5, 1852.

The undersigned, having this day made thorough examination of the steamer J. T. DOSWELL, Capt. Jos. Sellers, and finding her to be in good order and well conditioned, have caused her to be docked and thoroughly repaired to our satisfaction, and under our immediate direction, for the Plaquemines trade, on Tuesday or Friday, for the term of one month, or as may be agreed on between the owner and the undersigned, and will be ready at the usual rates of premiums by the Insurance Companies of the city.

ED. L. HOUSTON,

RICHARD SWAIN, Inspectors of Hulls.

T. A. SHAW,

JOSIAH LOVETT, Inspector of Boilers.

octo4

FOR BAYOU BŒUF.—Regular Bayou Bœuf River Packet.—The steamer LELIA will commence her regular trips in the above trade so soon as water will permit, and continue to run during the entire season. For further particulars, apply to

octo25 SMITH & FIMISTER, 24 Poydras street.

Will leave WEDNESDAY, October 27, at 12 o'clock m.

FOR OPELOUSAS.—The good safe steamer ANNA, Jackson, master, will leave as above, taking freight for PLAQUEMINE, OLD RIVER, SIMMESPORT, LANDING, SIMMSPORT and all landings on the Atchafalaya. For freight or passage, apply on board, or to

J. M. JOHNSON & CO., 8 Front Levee.

The ANNA will receive freight for Attakapas, to be landed at Plaquemine and reshipped at Indian Village on inside boats.

octo27

VICKSBURG.

Will leave FRIDAY, October 29, at 6 o'clock p. m.

FOR VICKSBURG, WARRENTON, NEW CARTHAGE, GRAND GULF, RODNEY, WATERPROOF, NATCHEZ, BATON ROUGE and all intermediate landings—Regular Vicksburg Packet steamer GLENDY BURKE, Dudley, master, having been docked and thoroughly repaired, and her Cabin refitted, will leave as above. For freight or passage, apply on board, or to

D. R. CARROLL, Cotton Row, 53 Carondelet street.

The GLENDY BURKE will take freight for Yazoo with privilege of reshipping at Vicksburg or the W. G. Campbell.

octo27

Will leave SATURDAY, October 23, at 5 o'clock p. m.

FOR HARD TIMES, GRAND GULF, RODNEY, WATERPROOF, NATCHEZ, FORT ADAMS, BAYOU SARA, BATON ROUGE, PLAQUEMINE, DONALDSONVILLE and all intermediate landings—Regular Weekly Packet steamer NATCHEZ No. 2—Per EVERY SATURDAY EVENING, at 5 o'clock.—The fine, fast running passenger steamer NATCHEZ No. 2, T. P. Leachman, master, in now on the Levee receiving freight and will leave as above. For freight or passage, apply on board, foot of Canal street, or to

octo27 D. R. CARROLL, Cotton Row, 53 Carondelet street.

FOR MILLIKEN'S BEND, VICKSBURG, GRAND GULF, RODNEY, NATCHEZ, FORT ADAMS, BATON SARA, BATON ROUGE, DONALDSONVILLE and all intermediate landings—Regular Weekly Packet steamer MILLIKEN'S BEND, Capt. Milliken's land, now Vicksburg Packet steamer SOUTHERN BELLE—The fine passenger packet steamer SOUTHERN BELLE, Captain J. J. Cox, will leave on EVERY WEDNESDAY at sixth week, and 4 o'clock p. m., intermediate days, for freight or passage, having superior accommodations, apply on board, or to

STROTHER & BROS., Agents, 48 Poydras street.

The SOUTHERN BELLE will take freight for Yazoo River with the privilege of reshipping at Vicksburg.

octo25

FOR KENTUCKY BEND, POINT WORTHINGTON, GRAND LAKE, LAKE PROVIDENCE, MILLIKEN'S BEND, VICKSBURG, GRAND GULF, RODNEY, NATCHEZ, FORT ADAMS, BAYOU SARA, BATON ROUGE, DONALDSONVILLE, and all intermediate landings—Regular Weekly Packet steamer LYON, Capt. Thos. Lyon, having been docked and thoroughly repaired, will leave as above. For freight or passage, apply on board, or to

octo25 E. PERKINS & CO., 42 Carondelet street.

FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings—Regular Weekly Packet steamer PEARL, Capt. Jas. Lyon, having been docked and thoroughly repaired, will leave as above. For freight or passage, apply on board, or to

WHITE & SUCHANAN, 14 Poydras street.

MARSH, RANLETT & CO., 72 Poydras street.

Will leave THURSDAY, October 28, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings—The very fast and well known steamer MOSES GREEN WOOD, Captain Thomas, will have as above, for freight or passage, having fine accommodations, apply on board, or to

MARSH, RANLETT & CO., 72 Poydras street.

The St. G. will take freight for Cairo, Memphis, Helena, New Orleans, Cairo and all other landings on the Mississippi River. She is very light draught, and will not be detained going through to St. Louis.

octo27

Will leave THURSDAY, October 28, at 5 o'clock p. m.

FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet LEXINGTON, Capt. Thos. Lyon, will have as above. For freight or passage, apply on board, or to

STROTHER & BROS., Agents, 48 Poydras street.

The Lex. will take freight to Louisville, Cincinnati and State Rooms secured by applying to the Agents.

octo19

DAILY CRESCENT.

OFFICIAL JOURNAL

OF THE CONSOLIDATED CITY OF NEW ORLEANS.

SENATOR FROM INDIANA.—Robert Dale Owen is spoken of as the successor of Senator Whitcomb, in the U. S. Senate from Indiana.

BOGUS JAIL.—J. Wisner, a noted counterfeiter, broke out of jail at Ithica, New York, on the night of the 17th inst., by digging through three walls.

CONVALESCENT.—John O. Sargent, Esq., editor of the Washington Republic, who has been lying dangerously ill of remittent fever, in New York, for several days, is said to be convalescent.

COLLECTOR OF SAN FRANCISCO.—Beverly Saunders, formerly of Baltimore, but now in California, has been appointed collector of the port of San Francisco in place of T. Butler King removed.

DESTRUCTIVE FIRE.—A destructive fire occurred at Ogdensburg, N. Y., on the 19th inst., and nearly all the business part of the town was destroyed. The loss is estimated at $10,000.

RAILROAD IRON.—The price of railroad iron in England has gone up from $21 to $31 per ton. This adds under our *ad valorem* tariff, $6 per ton to the duty, thus increasing the protection on our side.

Mr. W. K. Smith, of Fredericksburg, Va., it is said, has sold his Vanclure gold mines to an English company, which will go to work among them on a large scale. The price said to have been paid for them is $300,000.

INCENDIARISM.—A large number of incendiary attempts have recently been made in Pensacola. A negro boy belonging to Mr. McVoy, on being arrested acknowledged that he had set fire to his master's kitchen.

THE FISHERIES.—The Gloucester (Mass.) Telegraph reports that the vessels from the Bay of St. Lawrence are returning home, the fishing season drawing to a close. The vigilance of the British vessels in preventing encroachments, was in no degree relaxed.

ASSESSMENTS IN PENNSYLVANIA.—Judge Allison, of Philadelphia, has decided that no extra assessments of voters can be made between the State and Presidential election in that State, the law on the subject having been repealed. Under this decision, those not having paid taxes for the last two years, and having neglected to be assessed, previous to the late election, will not be entitled to vote for President.

ISSUE OF SMALL NOTES AT NORFOLK.—The City Councils of Norfolk, Va., have passed an ordinance making provision for the issue of corporation script to the amount of $20,000 in sums of $50 and $100, bearing six per cent. interest; and $10,000 in sums of one dollar, bearing an interest of one-half of one per cent. per annum. The one dollar bills are to be issued as soon as the necessary plate can be procured.

TRAVELING CHURCHES.—In Austria, floating churches are coming into fashion. At the Takonik, in Siberia, the Greek and Russian missionaries have built a church on the river Don, which stops at the different villages, to afford the inhabitants of the districts an opportunity to attend divine worship. In the space of eight months more than 1500 heathens had been baptised by the missionaries in the floating church.

THE LONDON TIMES.—It is stated, as characteristic of the careful provision and good management of this journal, that its long memoir of the Duke of Wellington, on the morning after his decease, had been prepared six years previously, to be in readiness whenever that event occurred. It is understood to be written by Mr. Dodd, the well known compiler of a parliamentary manual, who undertakes the "obituary" department of the Times.

NEW PATENT LAW IN AUSTRIA.—A new law upon patents has appeared at Vienna. No patent will be granted except to the inventor himself; and the inventor, if a foreigner, must previously have taken out a patent in his own country. Otherwise, all foreign inventions may be imitated in Austria. From this it would seem that a son who inherits the right of an invention, or an individual who acquires it by purchase, cannot obtain protection from infringement in the Austrian empire.

CRIME IN NEW YORK.—A correspondent of the Baltimore Sun, writing from New York under date of the 19th inst., says: During the last four weeks, there have been as far as discovered, not less than forty-seven crimes against human life committed in this city—four actual murders; one supposed murder, body not discovered; six desperate attempts to kill; nine cases of stabbing; four cases of shooting, and twenty-three savage assaults, not to mention any number of "knock downs."

AN EXTRAORDINARY FEMALE SWINDLER.—The Philadelphia Ledger states that Jane Mullen, one of the juvenile offenders whose arrest in that city we mentioned yesterday, has confessed to fifty-five different acts of obtaining goods and money under false pretences. Some of the tricks performed by her were of the most artful character; and show a rapid advance in crime scarcely to be expected from one so young. The value of the articles obtained is not less than $300, and yet the money actually received by her does not exceed $50. Her career of crime was unknown to her parents, she having spent the money in catables and treating her companions.

MARINE DISASTERS.—The bark Union went ashore on Long Point, Lake Erie, on the night of the 15th inst., and filled with water. She had a cargo of 380 tons railroad iron, 100 bbls. rosin, and 100 bbls. tar. She was bound from Buffalo to Chicago, and was insured for $9000.

The bark Ida, from Baltimore, keeled over at her dock, at Boston, on the morning of the 19th inst., and filled with water. She had a cargo of corn, iron and sweet potatoes.

The brig Clara, from Turks Island, arrived at New York, reports that on the 25th of September she spoke the British brig Arthur Leary, from St. Domingo, for Boston, in a sinking condition, and took off her crew and movable property.

On the 3d inst., the British bark Element was wrecked on the east end of Turks Island. All hands were saved.

THE JAPAN EXPEDITION.—The United States steam frigate Mississippi was to leave New York on or about the 20th instant for Annapolis, where she will remain until the Princeton, now fitting to accompany her on the Japan expedition, is ready. The Mississippi takes out a variety of articles as presents to the Emperor of Japan, to conciliate him, astonish the natives, and prepare the way for the desired negotiation. A locomotive and a quantity of railroad iron will be taken along, with which to show him the operations of a railroad. A telegraphic apparatus and wire will also be taken, with which to demonstrate how the lightnings have been converted to the use of civilization. Two of the ship's engineers (Messrs. E. D. Robie and G. W. Alexander) are learning the use of the apparatus, in order to explain it to the Emperor. An apparatus for taking Daguerreotypes will also be used and explained for the information of his Majesty, by Lieut. Buds. A beautiful barge is on board to be presented to him. Also, boxes of domestic goods, comprising a great variety of manufactured articles, which are to give the Emperor an idea of the industrial pursuits of this country, and perhaps awaken a desire on his part for an exchange of commodities between Japan and the United States. The Mississippi will take ten boats for her use. There are four beautiful brass mine-pounders, mounted on carriages, which are to be used, if necessary, by parties of engineers engaged in surveying. They can be fitted in the bows of boats which may be employed in exploring the coast.

THE WASHINGTON NATIONAL MONUMENT.—We take from the Charleston Courier, the following, in reference to the Washington Monument: The block of marble from Texas, for the National Washington Monument, has been received at Washington, and duly presented to the Board of Managers. California is about to send three blocks, the one previously sent not being deemed by some of its citizens of sufficient magnitude and beauty. The one from Texas is said to be equal to the finest specimens yet received, and completes the full complement of blocks from all the States of the Union.

The monument it is said, is now about 118 feet high, and will reach 123 feet at the close of the present season. We regret, however, to learn that the funds raised in various ways by voluntary contributions are falling short, and that the structure cannot be carried up unless a more enthusiastic and spirited effort by the American people be made. It is stated by the Baltimore American that $140,000 will be sufficient to complete the structure. Surely this small sum can be raised in this vast Republic, and it is a national disgrace that it has not been done before. The proposition that each voter at the next Presidential election should contribute half a dime to this object, we perceive has been generally approved of, and it is hoped that it will everywhere be adopted. South Carolina, however, cannot participate in this movement; we would therefore respectfully suggest that on Sunday, the 31st of October, an appeal should be made from the pulpit at every place of worship in the State, and a collection made in behalf of the fund; and when we consider that the civil and religious liberty we now enjoy is mainly due to the efforts of that great man, it is preposterous to suppose that there could be found any so dead to feelings of patriotism as to refuse to contribute toward the erection of a monument that is to perpetuate a nation's gratitude for his services.

The Crescent City at Havana.

The telegraph has already informed us that the Crescent City, Capt. Porter, arrived at Havana on the 14th, and that she was not allowed to have any communication with the shore. The NewYork Herald of the 19th has the following interesting particulars:

The Crescent City entered the harbor of Havana at the first break of day, and it was supposed by those on board that it was owing to their not being seen until they were well inside of the harbor, that they were not molested. At sunrise the Captain of the Port came alongside, and asked for the obnoxious Mr. Smith, who he was told was still on board. He then informed Capt. Porter that as the ship was in port no steps would be taken to turn her out, but that no communication would be allowed with the shore, or any one from the shore. Capt. Porter said that he desired to present his protest to the Consul, on which the Captain of the Port politely offered to get further orders from the Captain General, in the meantime informing Capt. Porter that the ship might lie in port as long as suited his purpose, and she might go to sea when she pleased, as they acknowledge no control over her, but communicate she should not in any manner.

Such was the Captain General's orders, and by way of enforcing them, guard-boats were placed on all sides of the ship, filled with the usual police force that board foreign vessels. These poor fellows did not seem to relish the business altogether, as the sun was pouring down upon them, without any awning; and when the gang on board the Crescent City sounded the joyful call for breakfast, a call to which all the Spanish officials are politely invited on board the Crescent City, they looked sad enough, wishing, no doubt, that Capt. Porter would go to sea, and relieve them from their imprisonment. Captain Porter had no such intention, however; but after breakfast, ordered the point posts get up, and set the man to work systematically to paint the ship outside, from which manœuvre it was supposed by the guard-boats that he intended to stay at least a week. In consequence of this, the police boats were relieved, and two boats, with regular crews, detailed from a frigate, to watch the Crescent City.

At 9 o'clock the Captain of the Port came alongside again, and informed Capt. Porter that he would not be permitted to lay his protest before the American Consul. He was asked by Capt. Porter "of what use a Consul was, if American vessels in difficulty were not permitted to communicate with them; that in every civilized nation a Consul was recognized as the representative of his country, and the law of nations entitled citizens to have access to him." The Captain of the Port declined entering into a discussion of the matter, affirming (which was true) that he was exercising no authority of his own, but acting entirely under orders. The interview terminated, and so did the outside painting, and steam was ordered up, the Captain intending to drop two copies of his protest on board an American bark lying in the corner harbor. When just as the C. C. was about mooring ahead, word came off that Mr. Morales (of the house of Drake & Co., agent of the Company,) had permission to come alongside, which he did in a few moments after, in a shore boat, but accompanied by a Government boat with three officers. Mr. Morales thought the difficulty could be got over by Mr. Smith sending a written denial to the Captain General with regard to the accusations of Peter Hicks. This Capt. Porter refused to permit, as he had made (himself) two disavowals which had not been received, nor would he permit any correspondence from any officer on board the ship to the authorities; he considered it beneath the dignity of the Company to make further explanations. Capt. Porter also refused on his own part to hold any correspondence with any one on this matter except through the United States Consul. It was then endeavored to ascertain from Capt. Porter the nature of the document he wished to send to the Consul, and if they contained a disavowal of the charges against Mr. Smith. They were informed that it was a protest, and that it referred to the two former disavowals made by Capt. Porter, but at the same time it was written in plain terms.

The object evidently was to get some kind of apology or acknowledgement of wrong on the part of Mr. Smith, which would enable them to settle the affair which was becoming rather troublesome. In this, however, they received no assistance from the Crescent City, and, after some discussion amongst the Spanish officers, they offered to go on shore and see if it was not possible to get the protest delivered to the Consul, and thought it could be done if it was first ascertained whether the armament contained anything offensive to the Spanish government. Information on this matter was denied them, notwithstanding which, the officers did go on shore with Mr. Morales, and after some time, the Acting Consul Mr. Morcland came alongside in a government boat, in company with the Captain of the Port, Don Guillermo Ithacon, the Consul was not, however, permitted to come on board, nor allowed to receive home by the Crescent City. Capt. Porter delivered his protest in person.

As the protest of Captain Porter fully explains all the grounds of complaint against the Spanish authorities, in a matter so much affecting the commercial interests of the United States, and the rights of our citizens, it is here with inserted entire. It will better explain the position of affairs and the outrage committed against the United States than a history of the whole matter would do:

PROTEST.

Whereas, The first article of the treaty of amity between Spain and the United States declares "there shall be a firm and inviolable peace and sincere friendship between his Catholic Majesty, his successors, and subjects, and the United States, and the citizens thereof, without exception of persons or places."

Article six of the same treaty promises "mutual assistance and kindly acts towards the ships of either power, when in the ports of the other;" which engages to defend and protect them to the extent of jurisdiction by land or by sea; and article seven secures to the citizens or subjects of each free access to the courts of justice of the other in all cases; and provides that all cases be prosecuted by order and authority of law only, and that the parties shall have liberty to employ counsel in defence.

How far the Spanish authorities in Cuba have conformed to this treaty is apparent from the fact that they have arbitrarily, and without any form or process of law, imprisoned a native born citizen of the United States steamship, engaged in the pursuit of a legitimate and peaceful business, to be turned from their port on one occasion, and refused communication on another, merely for an *imputed* offence committed in the territory of the United States, and which offence, if actually committed within their own territories, the Spanish authorities had no right to punish an American citizen for it. On two occasions the undersigned has in plain terms denied that Burser Smith wrote anything against the Spanish Government in the newspapers of the United States; but the word of an officer (who has heretofore enjoyed