NEW ORLEANS DAILY CRESCENT.

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VOLUME V. | SATURDAY MORNING, JANUARY 29, 1853. | NUMBER 284.

SEA-GOING VESSELS.

FOR GALVESTON, INDIANOLA, PORT LAVACA and MATAGORDA BAY.—Regular New Orleans and Texas United States Mail Line of Steamships.—The new and magnificent steamship TEXAS, James Lawless, master, will leave as above, landing freight on the wharves (subject to lighterage in Matagorda Bay) without extra charge. Built expressly for the trade ... For freight or passage, having very superior state-room accommodations, apply to HARRIS & MORGAN, 19 Tchoupitoulas street. This Line, having established its own pilot on Pass Cavallo Bar, will ... jan8

FOR LIVERPOOL.—(Takes no Grain.) The A 1 fast sailing American ship JOHN F. HARWARD, Capt. Andrus, is now loading and will have quick dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street. For passage apply to the Captain on board. jan27

FOR LIVERPOOL.—The fine A 1 ship BLANCHE, Randolph, master, having the greater part of her cargo engaged, will meet with immediate dispatch. For freight of 300 bales Cotton, apply to JOHN TOOLE, 25 Bank Place, or J. H. ASHBRIDGE & CO., 33 St. Charles street. jan26

FOR LIVERPOOL.—(Takes no Grain.)—The new A 1 fast sailing American ship AGNES LEEDS, Capt. Jonathan Chase, is now loading, and will have quick dispatch. For freight of the balance of 450 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street. For passage, apply to the Captain on board. jan26

FOR LIVERPOOL.—(Takes no Grain.) The A 1 fast sailing American ship DORCAS PRINCE, Capt. Blanchard, is now loading, and will have quick dispatch. For freight of 400 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the captain on board. jan21

FOR LIVERPOOL.—(Takes no Grain.) The A 1 fast sailing American ship TIRRELL, Captain Dyer, is now loading and will have immediate dispatch. For freight of 500 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street. For passage, apply to the Captain on board.

FOR LIVERPOOL.—The new A1 fast sailing American ship T. J. ROGERS, Capt. Herbert, is now loading, and will have quick dispatch. For freight of 450 bales Cotton apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the captain on board. jan21

FOR LIVERPOOL.—(Takes no Grain.) The new A 1 fast sailing American ship ARIADNE, Capt. Knight, is now loading and will have quick dispatch. For freight of Provisions and 400 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the captain on board. jan19

FOR LIVERPOOL.—The A 1 American packet bark GEN. TAYLOR, Richard Mitchell, Jr., master, having a portion of her cargo engaged, will have quick dispatch. For balance of freight, or passage, apply to G. W. HYNSON, 30 Camp street. jan18

FOR LIVERPOOL.—(Takes no Grain.) The A 1 fast sailing packet ship WARBLER, Capt. John W. Wescott, will have quick dispatch for the above port. For freight or passage, apply to the undersigned, or to the Captain on board, at Post 18, First District. G. W. OLIVER & CO. 23 Carondelet street.

FOR LIVERPOOL—Passage only.—The A 1 fast sailing British bark GEM, Capt. Forgie, having all her cargo engaged, will have quick dispatch. For passage, having superior accommodations, apply to the Captain on board. J. P. WHITNEY & CO., 61 Camp street.

FOR LIVERPOOL.—The A1 American ship COMMERCE, Lowell, master, ... J. H. ASHBRIDGE & CO. 33 St. Charles street.

FOR LIVERPOOL.—The splendid new fast sailing American ship GOLDEN EAGLE, Capt. Thompson, is now loading, and will have immediate dispatch. For freight of 500 bales Cotton apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the captain on board.

FOR HAVRE.—The very fast sailing ship JOHN G. COSTAR, Capt. H. Foster, having nearly all her cargo engaged, and going on board, will have quick dispatch. For balance of 400 bales Cotton, or passage, having fine accommodations, apply on board, Post 10, First District, or to C. C. BOGERT & CO. 70 Camp street.

FOR HAVRE.—The A 1 fast sailing American ship ISMAN, Capt. Colley, is now loading, and will have quick dispatch. For freight of 350 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the Captain on board. jan9

FOR HAVRE.—The A 1 fast sailing American ship PRESIDENT FILLMORE, Capt. Pratt, is now loading and will have immediate dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street. For passage, apply to the Captain on board. jan9

FOR HAVRE—Passage Only.—The A1 fast sailing American ship NATHANIEL THOMPSON, ... For passage ... J. P. WHITNEY & CO., 61 Camp street. jan9

FOR GLASGOW.—The fine A1 fast sailing British ship GLENCAIRN, Captain Crawford, is now loading and will have quick dispatch. For freight or passage apply to MORTON, TOULMIN & CO. 49 Carondelet street, or J. P. WHITNEY & CO., 61 Camp street. For passage apply to the Captain on board. jan11

FOR TRIESTE.—The A 1 fast sailing American ship ART UNION, Capt. Stubbs, is now loading and will have quick dispatch. For freight of 400 bales Cotton apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the Captain on board. jan19

FOR TRIESTE.—The fine fast sailing ... MOUNTWOOD, Capt. Fairbanks, is now loading, and will have quick dispatch. For balance of freight, apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the Captain on board. jan18

FOR TRIESTE.—The A1 fast sailing American ship ... AND M. CLARK, Captain Emerson, is now loading, and will have prompt dispatch. For freight apply to J. P. WHITNEY & CO., 61 Camp street. For passage apply to the Captain on board.

FOR NEW YORK.—Merchants' Line. The ... BROUNETTE, ... C. C. BOGERT & CO. 70 Camp street. jan9

FOR NEW YORK.—The fast sailing ... HOWARD will have immediate dispatch. ... BENNETT & FOSTER, 75 Tchoupitoulas street.

FOR NEW YORK.—Ashbridge's Line. The fast sailing ship MARY VARNEY, Capt. ... having the greater part of her cargo engaged and going on board, will have quick dispatch. For balance of freight, apply on board ... J. H. ASHBRIDGE & CO. 33 St. Charles street.

FOR NEW YORK.—Ashbridge's Line. The first class ship AMBASSADOR, Captain John McDonald, having the bulk of her cargo engaged, will have dispatch. For balance of freight, apply on board or to J. H. ASHBRIDGE & CO. 33 St. Charles street.

FOR BOSTON.—Regular Line of Packets.—The A 1 bark GIPSY, Lincoln, master, having nearly all her cargo engaged and going on board, will have quick dispatch. For balance of freight, apply to GEO. W. HYNSON, 30 Camp street.

FOR BOSTON—Regular Line of Packets.—The A1 packet ship SAXONY, Captain Crowell, having nearly all her cargo engaged, will have immediate dispatch. For balance of freight, or passage, apply on board or to GEORGE W. HYNSON, 30 Camp street.

FOR BOSTON.—The A 1 fast sailing ... MELISSA, Capt. Corbett, is now loading, and will have quick dispatch. For freight of 200 bales Cotton, apply to MORTON, TOULMIN & CO. 49 Carondelet street, or J. P. WHITNEY & CO., 61 Camp street. For passage apply to the Captain on board.

FOR BOSTON—Regular Line of Packets.—The regular packet ship WALPOLE, Symmes, master, having the bulk of her cargo engaged, will meet quick dispatch. For balance of freight, apply to GEORGE W. HYNSON, 30 Camp street. jan13 WM. C. HALL, Carondelet street.

FOR BOSTON.—The A1 fast sailing American ship WM. WITHERLE, Capt. Wescott, is now loading and will have quick dispatch. For freight of 400 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street. For passage, having superior accommodations, apply to the Captain on board. jan11

FOR BOSTON.—Pearson & Co. Line of Packets.—The fast sailing regular packet ship RICHMOND, Geo. Drinkwater, master, having a large portion of her cargo on board, will have quick dispatch. For balance of freight, apply to GEO. W. HYNSON, 30 Camp street. For passage, apply on board, opposite to Vegetable Market. jan17

FOR BOSTON.—The A 1 fast sailing bark J. J. HATHORN, Brown, master, having the greater part of her cargo engaged and going on board, will meet with immediate dispatch. For freight, apply to J. H. ASHBRIDGE & CO., 33 St. Charles street.

FOR BALTIMORE.—Regular Line of Packets.—The fast sailing bark LE COCQ, Mantor, master, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight, or passage, apply to GEORGE W. HYNSON, 30 Camp street. For passage, apply on board, Post 10, First District. jan7

FOR BALTIMORE.—Regular Line of Packets.—The A 1 regular sailing vessel is now ready to receive freight for the above port. For freight apply to GEO. W. HYNSON, 30 Camp street.

FOR BALTIMORE.—The A 1 fast sailing ship NEW WORLD, Knapp, master, having the greater part of her cargo engaged and going on board, will meet quick dispatch. For balance of freight, apply opposite the Vegetable Market, or to J. H. ASHBRIDGE & CO., 33 St. Charles street. For passage, having superior accommodations, apply to the Captain on board. jan12

FOR BALTIMORE—Merchants' Line. The A 1 fast sailing bark WILLIAM HENRY, Captain Watts, will have dispatch. For freight of the bulk of 150 bales, or passage, apply on board, Second District, or to C. C. BOGERT & CO. 70 Camp street. jan19

FOR PHILADELPHIA.—The fast sailing schooner FANNY, Boston, master, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight, apply to GEO. W. HYNSON, 30 Camp street. For passage, having fine accommodations, apply on board, Post 1, First District.

FOR PHILADELPHIA.—Penrose & Burton's Line.—The regular packet bark NASHUA, J. D. Mattinew, master, is now ready to receive freight. For freight or passage, apply on board, Second District, or to J. H. ASHBRIDGE & CO. 33 St. Charles street. jan11

FOR VERA CRUZ.—The A 1 brig ADA, Capt. William Auld, will leave as above early next week, having a part of her freight engaged and going on board. For balance of freight and passage, having excellent cabin and steerage accommodations, apply on board, opposite Beef Market, or to BARELLI & CO. 61 Common street.

FOR TAMPICO.—The A1 schooner AMERICA, Capt. G. Ellerin, will be ready to receive freight for the above port on Monday, Jan. 31. For balance of freight, having a great portion engaged, and passage, having fine accommodations, apply to the captain on board, at the Lower Portage, or to BARELLI & CO. 61 Common street. jan28

FOR SALE, FREIGHT OR CHARTER.—An A1 new Baltimore Clipper Brig, 114 tons, now daily expected. She is well coppered and well found in every respect. Capacity 1400 bbls. For particulars, apply to G. W. HYNSON, 30 Camp st. dec4

CEMENT.—1000 barrels Newark and Rosendale Hydraulic Cement, landing ex ships Rajah and Westmoreland, for sale by JOHN G. HARDELL & CO. (Successors to J. Hayman & Co.) Agents for the Newark and Rosendale Cement and Plaster Co., 38 Magazine st. and 5 Marigny Buildings, Third District. jan25

PLASTERING HAIR—In barrels, bags and bales. English, American and Royal FIRE BRICKS, TILES, &c., LIME, TAR, ROSIN and BUILDING MATERIALS generally constantly on hand and for sale by JOHN G. HARDELL & CO. (Successors to J. Hayman & Co.) 38 Magazine street and 5 Marigny Buildings. jan25

NUTS—NUTS—
200 bags ALMONDS;
100 bags PECANS;
75 bags WALNUTS;
50 bags FILBERTS. For sale by A. F. COCHRAN & CO., 71 Tchoupitoulas street. jan26

KEG TAR—2500 kegs in very fine order, for sale by A. DELAGRAVE & CO., 71 Magazine street.

LINSEED OIL.—1800 gallons, for sale by A. DELAGRAVE & CO., 71 Magazine street.

SODA ASHES—142 casks, for sale by A. DELAGRAVE & CO., 71 Magazine street.

WHITE LEAD—1700 kegs, for sale by A. DELAGRAVE & CO., 71 Magazine street.

WHISKY—75 barrels Rectified Challenge Brands, and 200 bbls. Monongahela and Rye, for sale by KIDDER & FABIAN, 94 Magazine street.

STEAMBOATS.

OHIO RIVER.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR LOUISVILLE and all intermediate landings.—The new, light draught passenger steamer BELLE KEY, Key, master, leaves as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 32 Poydras street.

Will leave SATURDAY, January 29, at 4 o'clock p. m.
FOR CINCINNATI, MADISON, LOUISVILLE and all intermediate landings.—The new and light draught, smooth, fast running passenger steamer NORMA, D. M. Foster, master, will leave as above. For freight or passage, apply on board, or to ROGERS, McGUIRE & CO., 19 Poydras street.

Will leave SATURDAY, January 29, at 4 o'clock p. m.
FOR PITTSBURGH, CINCINNATI, LOUISVILLE and all intermediate landings.—The entirely new and very light draught passenger steamer GOLDEN GATE, Capt. Barnett, is now in port receiving freight, and will leave as above. For freight or passage, having unsurpassed accommodations, apply on board, or to ROGERS, McGUIRE & CO., 19 Poydras street. The GOLDEN GATE draws only 32 inches water, and will meet with no detention.

Will leave TUESDAY, February 15, at 5 o'clock p. m.
FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet steamer ECLIPSE, Sturgeon, master, will leave as above. For freight or passage, apply on board, or to MARTIN, OWEN & CO., 115 Magazine street. STROTHER & BROS., 45 Poydras street. A Plan of her Cabin can be seen and State Rooms secured by applying to Martin, Owen & Co.

Will leave SATURDAY, January 29, at 4 o'clock p. m.
FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet ATLANTIC, Capt. Ballinger, will leave as above. For freight or passage apply on board, or to WHITE & BUCHANAN, 21 Fulton street. STROTHER & BROS., Agents, 45 Poydras street.

Will leave WEDNESDAY, February 2, at 5 o'clock p. m.
FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet REINDEER, Montgomery, master, will leave as above. For freight or passage, apply on board, or to STROTHER & BROS., Agents, 45 Poydras street. A plan of the Cabin can be seen and State Rooms secured by applying to the Agents.

ST. LOUIS.

Will leave TUESDAY, February 1, at 4 o'clock p. m.
FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings.—Regular St. Louis Packet UNCLE SAM.—The new and substantial steamer UNCLE SAM, Captain Lee, is now receiving freight, and will leave as above. For freight or passage, apply on board, or to WHITE & BUCHANAN, 21 Fulton street.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings.—The fast running passenger steamer ILLINOIS, Capt. D. Y. ..., is now in port receiving freight, and will positively leave as above. For freight or passage, having fine accommodations, apply on board, or to WHITE & BUCHANAN, 21 Fulton street. jan28

MEMPHIS.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR MEMPHIS, GRAND LAKE, GREENVILLE, COLUMBIA, GAINES'S LANDING, NAPOLEON, HELENA, VICKSBURG, NATCHEZ and all intermediate landings.—The splendid passenger steamer T. P. LEATHERS, Thos. R. Smith, master, having been considerably repaired, will leave as above. For freight or passage, apply on board, foot of Canal street, or to D. R. CARROLL, 31 Union Row, Carondelet street. The T. P. Leathers will take freight for Louisville, with privilege of reshipping.

Will leave SATURDAY, January 29, at 4 o'clock p. m.
FOR MEMPHIS, HELENA, FRIARS POINT, MOUTH OF WHITE AND ARKANSAS RIVERS, COLUMBIA, GREENVILLE, GRAND LAKE and all the landings.—Regular Memphis packet steamer GEM.—The new ... GEM, ... For freight or passage, apply on board, or to WHITE & BUCHANAN, 21 Fulton street.

VICKSBURG.

Will leave TUESDAY, February 1, at 5 o'clock p. m.
FOR VICKSBURG, WARRENTON, NEW CARTHAGE, GRAND GULF, RODNEY and NATCHEZ.—Regular TUESDAY Weekly Vicksburg Packet Steamer MAGNOLIA.—The magnificent and swift running passenger packet steamer MAGNOLIA, St. Clair Thomasson, master, will leave as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 32 Poydras street. The MAGNOLIA will lie at the Levee This Morning ready to receive freight and will take freight for Yazoo City. There will be a Clerk on the Levee early on Saturday morning to receive freight. jan28

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR MILLIKEN'S BEND, VICKSBURG, WARRENTON, NEW CARTHAGE, GRAND GULF, RODNEY, NATCHEZ, FORT ADAMS, BAYOU SARA and BATON ROUGE.—The regular Vicksburg Packet steamer SOUTHERN BELLE.—The magnificent and swift running passenger packet steamer SOUTHERN BELLE, Captain J. M. White, will leave as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 32 Poydras street.

Will leave SATURDAY, January 29, 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 Vicksburg Packet steamer NATCHEZ No. 2—For EVERY SATURDAY EVENING, at 5 o'clock.—The fine, fast running passenger steamer NATCHEZ No. 2, T. P. Leathers, master, is now at the Levee receiving freight and will leave as above. For freight or passage, apply on board, foot of Canal street, or to D. R. CARROLL, Union Row, 31 Carondelet street.

Will leave MONDAY, January 31, at 5 o'clock p. m.
FOR PRINCETON, SKIPWITH'S LANDING, MILLIKEN'S BEND, LAKE PROVIDENCE, VICKSBURG, GRAND GULF, RODNEY, NATCHEZ, FORT ADAMS, BAYOU SARA, BATON ROUGE, DONALDSONVILLE and all intermediate landings.—Regular Weekly Princeton Packet steamer SAXON.—The new and elegant passenger steamer SAXON, J. H. Reno, master, will leave as above, and EVERY TUESDAY thereafter throughout the season. For freight or passage apply on board, or to STROTHER & BROS., Agents, 45 Poydras street. The S. will take freight for Yazoo River with the privilege of reshipping at Vicksburg; and will have a Clerk on the Levee, opposite Customhouse street, early on Saturday morning, receiving freight. jan29

RED RIVER.

Will leave MONDAY, January 31, at 5 o'clock p. m.
FOR SHREVEPORT, GRAND ECORE, ALEXANDRIA and all intermediate landings.—The fine, fast passenger packet steamer COMPROMISE, E. W. Cooper, master, will leave as above. For freight or passage, having fine accommodations, apply on board, or to SMITH & FIMISTER, 32 Poydras street.

Will leave MONDAY, January 31, at 5 o'clock p. m.
FOR MINDEN, LAKE BISTENEAU, BAYOU COMPTE, GRAND ECORE, ALEXANDRIA and all intermediate landings.—For new, light draught and fast running passenger steamer TEXAS, Capt. A. Cook, will leave as above. For freight or passage apply on board, or to SMITH & FIMISTER, 32 Poydras street.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR NATCHITOCHES, GRAND ECORE, ALEXANDRIA and all intermediate landings.—Red River Packet, via Cane and Little Rivers.—The new, elegant and superior first class, fast running, light draught passenger steamer P. F. KIMBALL, Capt. Wm. Kimball, will leave as above. For freight or passage, apply on board, or to SPEAKE & McCREARY, 1 Tchoupitoulas street.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR CAMDEN, CHAMPAGNOLE, WILMINGTON, COLUMBIA and all intermediate landings on Ouachita River.—Regular Ouachita River Packet.—The new and swift running passenger packet steamer STORM, Capt. Switzer, will leave as above. For freight or passage, having good accommodations, apply on board, or to SMITH & FIMISTER, 32 Poydras street.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR SHREVEPORT, PORT CADDO, BENTON, SMITHLAND, JEFFERSON, MONTEREY and all intermediate landings—Red River and Lake Packet.—The well known and regular passenger packet PITTSBURGH MILLER, Capt. Alexander, will leave as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 32 Poydras street, SIDDALL, GREEN & CO. There will be a Clerk on the Levee, foot of Bienville street, to receive freight.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR SHREVEPORT AND FORT TOWSON—Red River and Lake Packet.—The steamer TEXAS RANGER, Wm. Stockton, master, will leave as above, taking freight for Henderson, Marion, Springs, Spanish Bluffs, Boston, Clarksville, Rowland, Albany, Paris, Bonham, Pine Bluffs and Wright's Landing in Texas; Kiamichi, Doaksville and Fort Towson in the Indian Nation; and Lanesport, Fulton, Columbus, Washington, Lewisville and White Cliffs in Arkansas. For freight or passage, apply on board, or to D. R. CARROLL, 31 Carondelet street, Union Row, or JAS. H. DUDLEY, ... Common and Tchoupitoulas streets.

CUMBERLAND RIVER.

Will leave SATURDAY, January 29, at 4 o'clock p. m.
FOR NASHVILLE, CLARKSVILLE, and all landings on Cumberland River.—The well known and favorite packet steamer AMERICA, Capt. ... will leave as above. For freight or passage, apply on board, or to PICKETT, PERKINS & CO., Commercial Exchange, St. Charles street, corner Perdido street.

YAZOO RIVER.

Will leave MONDAY, January 31, at 5 o'clock p. m.
FOR TCHULA, YAZOO CITY, SARTARTIA, VICKSBURG, and all intermediate landings.—The new, fast running, regular Yazoo River packet AFTON, John S. Wallace, master, will leave as above. For freight or passage, apply on board, foot of Canal street, or the Clerk, 96 New Levee.

Will leave MONDAY, January 31, at 5 o'clock p. m.
FOR YAZOO RIVER, NATCHEZ, RODNEY, VICKSBURG, YAZOO CITY, GREENWOOD, SATARTIA, GRAND GULF, and all intermediate landings.—The new, magnificent and swift running passenger packet steamer D. S. STACY, Capt. J. Tyson, will leave as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 32 Poydras street.

Will leave on MONDAY, January 31, at 5 o'clock p. m.
FOR FLORENCE, TUSCUMBIA, EASTPORT, PADUCAH, and all intermediate landings on Tennessee River.—Regular Packet steamer HUNTSVILLE.—The new and fast running steamer HUNTSVILLE, ... will leave as above. For freight or passage, having superior accommodations, apply on board, or to SMITH & FIMISTER, 32 Poydras street.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR GRENADA, TROY, GREENWOOD, LEFLORE, MARION, YAZOO CITY, TCHULA, SATARTIA, VICKSBURG and all intermediate landings.—Regular Yazoo River Packet Steamer MONROE.—The new and fast running steamboat MONROE, Capt. Sam. Gwartney, will leave as above. For freight or passage apply on board, or to T. WILSON, 11 Carondelet street.

ARKANSAS RIVER.

Will leave TUESDAY, February 1, at 5 o'clock p. m.
FOR LITTLE ROCK, VAN BUREN, FORT SMITH, Arkansas, and all intermediate landings.—The fine, fast running light draught steamer MOSES GREENWOOD, Captain Albert Thomas, will leave as above. For freight or passage, having superior accommodations, apply on board, or to SMITH & FIMISTER, 32 Poydras street, or M. GREENWOOD & CO. 23 Carondelet street.

OUACHITA RIVER.

Will leave SATURDAY, January 29, at 5 o'clock p. m.
FOR CAMDEN, MONROE, CHAMPAGNOLE and all landings on the Ouachita River.—The fast running light draught passenger packet steamer NEW WORLD, Len Moore, commander, will leave as above. For freight or passage, having fine accommodations, apply on board, or to McDOWELL, JR. & BELL, 14 Poydras street.

BAYOU DES GLAIZES.

Will leave MONDAY, January 31, at 12 o'clock m.
FOR BAYOU DES GLAISES, BAYOU ROUGE, SIMMSPORT and all intermediate landings.—The new and light draught passenger steamer TRENTON, Capt. D. Glasscock, will leave as above. For freight or passage, apply on board, or to SPEAKE & McCREARY, 1 Tchoupitoulas street.

REGULAR PACKETS.

FOR MOBILE.—Daily U. S. Mail Line.—Winter Arrangement.—The new and splendid low pressure packet steamers OREGON, Capt. R. A. Hare, FLORIDA, Capt. W. T. Gibrane, CALIFORNIA, Capt. Ezra Rose, (having been built expressly for the Lake trade, with superior accommodations.) One of the above steamers will leave the Pontchartrain Railroad DAILY, on arrival at the Lake of the 4 o'clock cars, stopping at Pascagoula on Wednesdays going, and Tuesdays and Fridays returning. Freight for Bay St. Louis, Pass Christian and Pascagoula must be sent for steamer CREOLE. The Way Letter Bag for Mobile will leave the office of the Agent at three o'clock p. m. Letters for East of Mobile should be put in the mail. R. GEDDES, Agent, 10 Bank Place.

FOR BILOXI, FORT PIKE, Bay ST. LOUIS, PASS CHRISTIAN AND MISSISSIPPI CITY, extending to LYNCHBURG SPRINGS and PASCAGOULA on SATURDAYS and leaving Pascagoula on Sunday mornings. Semi-Weekly Packet Steamer CREOLE.—The new and splendid low pressure packet steamer CREOLE, R. W. Luke, master, built expressly for the trade, with superior accommodations, will leave the Pontchartrain Railroad on arrival of the Cars at the Lake as follows:

FROM NEW ORLEANS:	FROM BILOXI:
WEDNESDAY........10 a. m. cars.	SUNDAY EVENING,
SATURDAY...........5 p. m. cars.	THURSDAY EVENING.

Fare to or from Biloxi or intermediate Landings, $2 50. Children and Servants, $1 50. Deck, $1 00. Freight received at Railroad depot on Mondays, Tuesdays, Fridays and Saturdays up to 4 p. m., and on Wednesdays up to 9 a. m. The Letter Bag will leave the office of the Agent regularly on Wednesday morning at 8 o'clock and Saturday evening at 4 o'clock. R. GEDDES, Agent, 10 Bank Place.

FOR BAYOU SARA, WATERLOO, PORT HUDSON, BATON ROUGE, BAYOU GOULA, DONALDSONVILLE, and all intermediate landings.—The fine running Packet steamer JOHN SWASEY, W. M. Mallett, master, will leave New Orleans every MONDAY, at 12 o'clock, and THURSDAY, at 4 p. m., returning will leave Port Hudson after the arrival of the cars from Clinton on TUESDAYS, and from St. Francisville after the arrival of the cars from Woodville on FRIDAYS. For freight or passage, apply on board, or to STONE & WALWORTH, 56 Tchoupitoulas street, GAREY & HAWKINS, E. GERARD & CO., MARTIN GORDON, Jr. & CO.

FOR DONALDSONVILLE, COAST TRADE AND LAFOURCHE.—The steamer MARY FOLEY, Dalferes, master, will leave regularly for the above places EVERY TUESDAY, at 8 o'clock a. m., and FRIDAY, at 2 o'clock p. m. For freight or passage, apply on board.

FOR LAFOURCHE.—Coast and Lafourche Packet.—The steamer Dr. BATEY, Capt. W. C. Wilson, leaves as above EVERY MONDAY EVENING, at 5 o'clock, and EVERY FRIDAY MORNING, at 9 o'clock. For freight or passage, apply on board, or to A. LAFOREST, 29 Bienville street.

FOR LAFOURCHE—Regular THURSDAY Packet.—The superior and swift running steamer ALTON, Gonsalin Dalferes, master, will commence her regular trips for the season in the above trade on THURSDAY, December 2, 1852, and continue during the season, leaving New Orleans EVERY THURSDAY MORNING, at 8 o'clock. Returning, will leave Thibodaux EVERY SUNDAY MORNING, at 8 o'clock, and Napoleonville EVERY MONDAY MORNING, at 8 o'clock. This boat will give prompt and special attention to the business of each planter, shippers and friends who may favor her with their patronage. STONE & WALWORTH, Agents, 56 Tchoupitoulas street. ZILLS & SMITH, Thibodaux.

FOR PLAQUEMINES.—Regular Packet.—Steamer J. T. DOSWELL, Jno. Smith, master, having been docked and thoroughly repaired—Hull, Engines and Boilers—to the entire satisfaction of the Inspectors, as per certificate below, her Cabin having been refitted, newly painted and refurnished in the most comfortable style, will resume her regular trips in the above trade, leaving New Orleans on her first trip on TUESDAY, October 26, and each succeeding FRIDAY and TUESDAY, at 10 o'clock, a. m., during the season, on each Friday trip going above CYPREMORT, through Bayou Plaquemine and GRAND PRAIRIE. For freight or passage, apply on board, foot of St. Louis.

NEW ORLEANS, October 5, 1852.

The undersigned, having this day made thorough examination of the steamer J. T. DOSWELL, Capt. ————, and finding her to be in good order and well conditioned, having been docked and thoroughly repaired to our satisfaction, and under our immediate direction, for the Plaquemine trade, do hereby certify that she is in good condition and that all goods shipped on board of her will be insured at the usual rates of premium by the Insurance Companies of this city.

R'D L. ROBERTSON, RICHARD SWAIN, F. A. SHAW, Inspectors of Hulls.
JOSIAH LOVETT, Inspector of Boilers.

FOR WABASH RIVER—New Orleans and Wabash River Packet.—The new and splendid light draught steamer SILAS WRIGHT, Capt. L. C. Cowles, ... regular packet during the season. For freight or passage, apply on board.

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 sight draughts, payable in any part of the above-named kingdoms, and in sums to suit. He also continues having passengers brought out from Liverpool to this city, on good ships and at reasonable terms. Parties living at a distance, by addressing a letter (post-paid) to the undersigned, will be promptly attended to. JOHN TOOLE, 25 Bank Place.

SLAVES.

JAMES WHITE, No. 73 Baronne street, New Orleans, will give strict attention to receiving, boarding and selling SLAVES consigned to him. He will also buy and sell on Commission. References: Messrs. Robson & Allen, McRea, Coffman & Co., Pregram, Ryan & Co.

TWENTY-FIVE DOLLARS REWARD—Will be paid for the delivery to me of the slave ANNE, or MILDRED, aged 24 years, who left my house on the 12th of November last. She formerly belonged to Mr. Jones, living near St. Mary's Market. She is tall, slim, and well built; has a mole on her upper lip, one tooth straight, her false teeth, ... has been living in the city for the last four years. ... F. M. FIRE.

ONE HUNDRED DOLLARS REWARD.—Ran away from the house of the subscriber, No. 201 Camp street, in February, a mulatto woman named EMELINE, ... The above reward will be paid for her delivery to me in this city. F. M. FIRK.

FOR LAKE BORGNE and MEXICAN GULF—WINTER ARRANGEMENT, December 1, 1852. MEXICAN GULF RAILWAY.—Depot corner of Good Children and Champs Elysées—TO PROCTORVILLE, Lake Borgne, distance twenty-seven miles. Fare through Fifty Cents. Children and Servants half price.

LEAVE THE CITY AT ... | LEAVE THE LAKE AT ...

Office No. 30 Common street, for all business of the Railroad Department, or any other business connected with the estate of Alex. Gordon, deceased, apply to W. G. BAKEWELL, Executor.

ROUGH AND READY LINE OF OMNIBUSES—NEW ROUTE.—On and after October 1st we will commence a new route, running from the corner of Canal and Chartres streets to the corner of Rampart and Esplanade streets, ... Tickets ... Passengers having cause to complain of the drivers, will confer a favor by taking the number on the door of the Omnibus and reporting, as it is ... J. B. SLAW.

FIRE WOOD—PELICAN STEAM SAWING WOOD YARD, No. 120 Levee street, Third District.—The undersigned respectfully inform masters of vessels, hotels and restaurant keepers, families and the public generally, that they have erected a steam engine for the purpose of SAWING FIRE WOOD at such lengths as the purchaser will order. The price of the Wood will always be that of the lowest market price, the cost of sawing will be so much reduced that it will be an inducement to consumers to give us their custom. We will deliver the Wood in the rate of TWENTY CENTS a cord, and a cord of Wood cut in four pieces will only cost SIXTY CENTS.

Orders left at the following places will be promptly attended to:
AT THE OFFICE .... No. 114 Exchange Place, Second District.
AT FLODUCK & CO. .... No. 53 Camp street, First District.
AT WAUD & ADAMS .... No. 15 Old Levee street, Second District.
AT N. BARROS .... No. 74 Old Levee street, Second District.
AT THE WOOD YARD .... No. 120 Levee street, Third District.

Persons giving orders will please mention the number of cuts they want in a stick of Wood. Orders sent through the Post-office will be promptly attended to. A. FARNVITZ & CO.

TO STEAMBOAT CAPTAINS and OWNERS.—New Orleans, January 16, 1853.—The undersigned has this day commenced a GENERAL STEAMBOAT AGENCY on his own account, and will confine himself exclusively to such business. ... References by permission to Messrs. WATERS, CAMDEN & CO., New Orleans; STONE & WALWORTH; BRIDGE & CO.; WHITE & BUCHANAN; Captain GEO. W. CABLE, steamer L. M. Kennett; W. W. BAKER, Delaware; J. M. HUNTER, Ambassador. J. J. CHILD, Office 20 Poydras street, New Orleans.

GRATES!!—A most handsome assortment of Grates just received on consignment, which we offer at the lowest rates.
.... Also ....
MORTICING MACHINES, of a new and improved pattern, to which the attention of Builders is particularly called.
STORE DOOR and other LOCKS, CHAIN BOLTS, BUTTS, &c. ... LURGES & CO. 35 and 37 Circus street.

ADVANCES—Advances will be made by the undersigned on consignments of Southern Produce to the address of their Cincinnati house. KIDDER & FABIAN, 94 Magazine street.

MECHANICS' INSTITUTE, Philippa street, between Canal and Common streets.—CONCERT HALL AND LECTURE ROOM.—This large and commodious Hall, which, in its design and construction, is adapted to Musical and Oratorical Entertainments, is now 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 LUTHER HOMES, Treas'r, 166 St. Charles street.

BRIDGEWATER PAINT—Constantly on hand, Dry, in barrels and half barrels, and Ground in Oil in kegs.—The attention of the public is particularly called to the advantages of this PAINT, for all out-door purposes, over all other substances. One-twentieth Lime (well mixed) mixed with this Mineral, makes a permanent and durable covering for Brick and Wood. See Pamphlet. G. C. BOGERT & CO., 70 Camp street, Agents for the States of Louisiana, Alabama, Miss. and Texas.

STRAUB'S QUEEN OF THE SOUTH CORN MILLS.—The subscribers are Agents for the manufacturers, and will be in constant supply of these excellent Mills, with and without Crushers. Their superior ... Mills are invited to examine these before buying. Orders for Steam and Horse Power Saw Mills will also be received by the Agents. KIDDER & FABIAN, 94 Magazine street.

OTIS & STREETER'S PATENT INSULATED LIGHTNING CONDUCTOR.—Travelling Agents wanted, to whom great inducements are offered, for the sale of the above invaluable Conductor. BOGERT & CO., Agents, 70 Camp street.

ICE—ICE—J. STAFFORD & CO., wholesale dealers in ICE, Office, No. 7 New Levee, New Orleans.

EXCHANGE BANK, 28 Camp street.—CHECKS AT SIGHT AND TIME ON

NEW YORK,	PHILADELPHIA,
BOSTON,	BALTIMORE,
CHARLESTON,	SAVANNAH,
MOBILE,	LOUISVILLE, CINCINNATI.

HORACE BEAN & CO. Managers.

EXCHANGE ON BOSTON—The undersigned are at all times prepared to check at sight on Boston, in sums to suit purchasers. J. P. WHITNEY & CO., 61 Camp street.

EXCHANGE ON BOSTON and NEW YORK.—$25,000 in sums to suit, at sixty days' sight, for sale by KENNEDY & FOSTER, 75 Tchoupitoulas street.

EXCHANGE—Sight and sixty day sight on New York, ... COCHRAN & CO. 36 Camp street.

MOBILE CHECKS—At sight or on time, wanted. COCHRAN & CO., 36 Camp street.

LEGAL ADVERTISEMENTS.

CONSTABLE'S SALE.
First Justice's Court, DANIEL DAILEY vs. BYRNES and Wife, Parish of Orleans. No. 12,474.
BY VIRTUE of a writ of fieri facias to me directed by the Hon. L. U. Gaiennie, First Justice of the Peace for the Parish of Orleans, I will expose at public auction, on MONDAY, February 7, 1853, at the hour of 12 o'clock m., at my warehouse, No. 229 Tchoupitoulas street—
A lot of FURNITURE, GROCERIES AND LIQUORS.
Seized in the above case. Terms cash on the spot.
J. J. HOPPE, Constable.

CONSTABLE'S SALE.
First Justice's Court, ALEXANDER HILL vs. BROWN & DAIGRE et al.
BY VIRTUE of a writ of fieri facias to me directed by the Hon. L. U. Gaiennie, First Justice of the Peace for the Parish of Orleans, I will sell at public auction, on SATURDAY, January 29, 1853, at 12 o'clock m., on the premises, corner of Camp and Estelle streets, First District, New Orleans—
The contents of a GROCERY STORE and COFFEE-HOUSE.
Seized in the above entitled suit. Terms cash on the spot.
JOHN J. HOPPE, Constable.

VENTE DE CONSTABLE.
Première Justice de Paix, ALEXANDER HILL vs. BROWN & DAIGRE et al.
EN VERTU d'un writ de fieri facias à moi adressé par l'hon. L. U. Gaiennie, Premier Juge de Paix pour la paroisse d'Orléans, j'exposerai en vente publique, le SAMEDI, 29 Janvier, 1853, à midi, sur les lieux, au coin des rues du Camp et Estelle, 1er District, Nouvelle-Orléans—
Le contenu d'un MAGASIN DE GROCERIES et d'un CAFÉ.
Saisi dans l'affaire ci-dessus. Conditions comptant au moment de la vente.
J. J. HOPPE, Constable.

RUNAWAY NEGROES detained in Police Jail, Second District, New Orleans—
SAM, black man, about 27 years old, 5 feet 6 inches high; says he belongs to Madame Carr, on Red River.
ADAM, black man, about 29 years old, 5 feet 10 inches high; says he belongs to Mr. James Miller, of Mississippi.
GEORGE SHEPPARD, black man, about 35 years old, 5 feet 4 inches high; says he is free—but supposed to be a slave.
JOHN CLIFTON, black man, about 33 years old, 5 feet 2 inches high; says he is free—but supposed to be a slave.
JOHN, black man, about 45 years old, 5 feet 6 inches high; says he belongs to William Stamps, near Natchez, Miss.
ZEMI, dark griffe woman, about 55 years old, 4 feet 9 inches high; says she belongs to Eugene Cuvillier, of New Orleans.
A BLACK WOMAN, about 40 years old, 4 feet 9 inches high, calls herself MADAME BAPTISTE; says she is free—but supposed to be a slave.
W. H. WATERS, Keeper of the Police Jail, Second District.

NEGRES MARRONS détenus à la Geôle de Police du Second District, Nlle-Orléans—
SAM, nègre, âgé d'environ 25 ans, taille de 5 pieds 6 pouces; dit appartenir à Mme. Carr, de la Rivière Rouge.
ADAM, nègre, âgé d'environ 29 ans, taille de 5 pieds 10 pouces; dit appartenir à M. James Miller, du Mississippi.
GEORGE SHEPPARD, nègre, âgé d'environ 35 ans, taille de 5 pieds 4 pouces; se dit libre—mais on le croit esclave.
JOHN CLIFTON, nègre, âgé d'environ 33 ans, taille de 5 pieds 2 pouces; se dit libre—mais on le croit esclave.
JOHN, nègre, âgé d'environ 45 ans, taille de 5 pieds 6 pouces; dit appartenir à Wm. Stamps, près de Natchez, Miss.
ZEMI, griffonne, âgée d'environ 55 ans, taille de 4 pieds 9 pouces; dit appartenir à Eugène Cuvillier, de la Nlle-Orléans.
UNE NÉGRESSE âgée d'environ 40 ans, taille de 4 pieds 9 pouces, se disant le nom de MAD. BAPTISTE; se dit libre, mais on la croit esclave.
W. H. WATERS, Gardien de la Geôle de Police du 2d District.

BROUGHT to the First District Police Prison—
TRIOR, a black, about 30 years old, 5 feet 9 inches high, has a scar on left side of neck; says he belongs to Mr. Soulas, up the coast.
FRANCOIS, a black, about 33 years old, 5 feet 5½ inches high, lost three upper front teeth; says he belongs to Mr. Peter Susan, of Attakapas, La.
ANGEL, a black, about 19 years old, 1 feet 6 inches high; says she belongs to Mr. Bernie.
LUCY, a black, about 40 years old, 5 feet high; says she belongs to Mrs. Crowe.
BETTY, a mulattress, about 9 years old, 1 feet 8 inches high; says she belongs to Mary Adolph, at the Gut Bottom.
PATSEY, a griffe, about 35 years old, 4 feet 11 inches high; says she belongs to Mr. Samuel Baker.
The owners will please comply with the law respecting them.
J. WORRELL, Warden.

BROUGHT to the First District Police Prison—
BETSEY, a black, about 25 years old, 5 feet 2 inches high; says she belongs to ...
SANS, a black, about 8 years old, 2 feet 9 inches high; says she belongs to Mr. Lee.
MARY JANE, a griffe, about 16 years old, 4 feet 11½ inches high; says she belongs to Mr. Barke.
WILLIAM, a mulatto, about 24 years old, 5 feet 7 inches high, small finger on left hand crooked, and lame; says she belongs to Mr. Hunter, of Vicksburg, Miss.
GEORGE, a mulatto, about 19 years old, 5 feet 7 inches high; says he belongs to Mr. Robert Cox, above Natchez, Miss.
MOSES, a black, about 27 years old, 5 feet 4 inches high; says he belongs to Mr. Barelia, down the Coast.
New Orleans, January 7, 1853. J. WORRALL, Warden.

BROUGHT to the First District Police Prison—
WILLIAM, a black, about 25 years old, 5 feet 6 inches high, a small scar over right eye; says he belongs to Mr. ..., of Montgomery, Ala.
The owner will please comply with the law respecting him.
New Orleans, Jan. 18, 1853. J. WORRALL, Warden.

WAS BROUGHT to the Pound of the First Ward, First District, corner of Robin and Annunciation streets—
A WHITE COW, with black face and neck, ears cropt and ... black legs, a rope round her horns; no other mark or brand visible.
.... ALSO ....
A BLACK COW with white face, some white on the belly, a rope round her horns; no other mark or brand visible.
If not claimed before SATURDAY, February 4, 1853, they will be sold at public auction, by T. J. Spear, at the usual time and place.
W. J. AHERN, First Lieut. Police First District.
New Orleans, January 25, 1853.

CONDUITE aux épaves du Premier Ward, Premier District, encoignure Annunciation et Robin—
UNE VACHE BLANCHE, avec la tête et le cou noirs, les oreilles coupées et ... les jambes noires, une corde autour des cornes; aucune autre marque ni étampe visible.
.... AUSSI ....
UNE VACHE NOIRE, avec la tête blanche et des taches blanches sur le ventre, une corde autour des cornes; aucune autre marque ni étampe visible.
Si elles ne sont pas réclamées avant SAMEDI, 4 Février, 1853, elles seront vendues à l'encan par T. J. Spear, à l'heure et à l'endroit ordinaires.
W. J. AHERN, Premier Lieut. Police Premier District.
Nouvelle-Orléans, ce 25 Janvier, 1853.

WAS BROUGHT to the Pound of the First Ward, First District, corner of Annunciation and Robin streets—
A YOUNG COLT, iron grey color, marked, four black fetlocks, long tail and mane; no other mark or brand visible.
If not claimed before SATURDAY, February 4, 1853, he will be sold at public auction by Thomas J. Spear, at the usual time and place.
W. J. AHERN, First Lieutenant Police, First District.
New Orleans, January 25, 1853.

CONDUIT aux épaves du Premier Ward, Premier District, encoignure des rues Annunciation et Robin—
UN JEUNE POULAIN GRIS DE FER, bien marqué, les quatre pieds noirs, a criniere; sans autre marque ni étampe visible.
S'il n'est pas réclamé avant SAMEDI, 4 Février, 1853, il sera vendu à l'encan par T. J. Spear, à l'heure et à l'endroit ordinaire.
W. J. AHERN, 1er Lieut. Police 1er District.
Nouvelle-Orléans, 21 Janvier, 1853.

WAS BROUGHT to the Pound of the First Ward, First District, corner of Robin and Annunciation streets—
A DUN COLORED MULE, about 14 hands high, shod all round, a rope round her neck; no other mark or brand visible.
.... ALSO ....
A BAY PONY, about 15 hands high, blind of the left eye, white spot on the face, shod all round, left hip lower than the right, one white foot; no other mark or brand visible.
If not claimed before SATURDAY, January 29, 1853, they will be sold at public auction, by T. J. Spear, at the usual time and place.
W. J. AHERN, First Lieutenant Police First District.
New Orleans, January 16, 1853.

CONDUITS aux épaves du Premier Ward, Premier District, encoignure des rues Annunciation et Robin—
UNE MULE DE COULEUR BRUNE, d'environ 14 mains de hauteur, ferrée des quatre pieds, et ayant une corde au cou; aucune autre marque ni étampe visible.
.... AUSSI ....
UN PONY BAI, d'environ 15 mains de hauteur, borgne de l'œil gauche, une marque blanche sur le devant de la tête, ferré des quatre pieds, la croupe gauche plus basse que la droite, un pied blanc; sans autre marque ni étampe visible.
S'ils ne sont pas réclamés avant SAMEDI, 29 Janvier, ils seront vendus à l'encan par T. J. Spear, à l'heure et à l'endroit ordinaire.
W. J. AHERN, 1er Lieut. Police, 1er District.
Nlle Orléans, 16 Janvier, 1853.

WAS BROUGHT to the Pound of the First Ward, First District, corner of Robin and Annunciation streets—
A SMALL BAY MARE PONY, about 10 hands high, shod all round, branded on the left hip C. B., mane and tail cut short; no other mark or brand visible.
.... ALSO ....
A RED COW, white face, rope round her horns; no other mark or brand visible.
If not claimed before SATURDAY, January 29, they will be sold at public auction, by T. J. Spear, at the usual time and place.
W. J. AHERN, First Lieutenant Police, First District.
New Orleans, January 15, 1853.

CONDUITS aux épaves du Premier Ward, Premier District, encoignure des rues Annunciation et Robin—
UNE PETITE JUMENT BAIE, d'environ 10 mains de hauteur, ferrée des quatre pieds, marquée C. B. sur la croupe gauche, crins et queue coupés; aucune autre marque ni étampe visible.
.... AUSSI ....
UNE VACHE ROUGE, front blanc, avec une corde attachée à ses cornes; aucune autre marque ni étampe visible.
Si elles ne sont pas réclamées avant SAMEDI, 29 Janvier, 1853, elles seront vendues à l'encan par T. J. Spear, à l'heure et à l'endroit ordinaire.
W. J. AHERN, 1er Lieut. Police, 1er District.
Nlle Orléans, 15 Janvier 1853.

TO SUGAR PLANTERS.—J. B. ROUDANEZ, SUGAR HOUSE BUILDER AND KETTLES' SETTER, No. 24 JULIA STREET, NEW ORLEANS, respectfully and confidently offers his services to all SUGAR PLANTERS that may require such work done. Having a practical experience of more than ten years in setting Kettles on all customary plans, of which he has acquired a perfect knowledge, can, without boasting, as a great many have done, promising what is impossible to obtain, flatter himself to have always attained at a perfect result—as much for the quantity of fuel, as for the filling of the kettles, by giving a natural and entire satisfaction to all those that have heretofore employed him, according to the nature of this work. When the Planter will read the following certificates, among a great many others, equally as valuable, he may rest assured that if they entrust him with their work, he is not without reason to justify their confidence.

CERTIFICATES.

This is to certify that the bearer J. B. Roudanez, was employed by me to build my Sugar House, (with brick) and that the work was done to my entire satisfaction, and I can confidently recommend him as a good, industrious man, a good mason, and kettle setter. I think him one of the best in the country. GEN. WINCHESTER. Parish of St. James, 6th January, 1851.

This is to certify that the bearer, J. B. Roudanez, has worked upon my Kettles, which burnt coal wood; and that I have full confidence in him as a mason, and in his intelligence in every department of his business. J. H. DOUGHERBROUGH. Parish of St. James, Nov. 27, 1852.

The undersigned certifies that J. B. Roudanez has put up a Set of Kettles on the "Union" Plantation, and that the Kettles have given entire satisfaction. I take pleasure in recommending him to all those who may require his services. E. TUREAUD. jan9 3m

FIRE AND WEATHERPROOF PAINT.—500 barrels and half barrels (dry) of the celebrated BRIDGEWATER PAINT, warranted superior to any Mineral Paint in the country, in store and for sale by G. C. BOGERT & CO., 70 Camp st. Agents for the States of Louisiana, Alabama, Mississippi and Texas. Orders filled by the City sub-Agents at same price as by the ...

MEXICAN PETIT GULF SEED.—Having made an arrangement for a constant supply of the above seed, PURE SEED, we will sell them at Rodney prices, freight only added. H. M. McALPIN & CO., 99 Common and 83 Canal street.

NAVAL STORES—Cargo of schr. Admiral Blake, from Wilmington, consisting of—
258 bbls. ROSIN;
257 bbls. TAR;
160 bbls. PITCH;
100 bbls. SPIRITS TURPENTINE.
Landing and for sale low, from the Levee, by A. DELAGRAVE & CO., 71 Magazine street.

NAVAL STORES—
378 bbls. ROSIN—Large size;
287 bbls. TAR;
166 bbls. PITCH;
160 bbls. SPIRITS TURPENTINE.
Cargo of schooner Admiral Blake, landing and for sale low by A. DELAGRAVE & CO., 71 Magazine street.

MANUFACTURED TOBACCO—2000 pkgs., comprising some of the choicest brands, such as Claiborne & Tolbert's, John's Creole, Hobson's Choice, Walker Woody's, Fallen's, Wm. & Co.'s, Bollard & Co.'s, White & ..., Myer's, Cabaniss, Birksdale, M. & Mo., Goo M ... M. A. Butler's, Lyle & Davidson's, &c., &c., in store and for sale by E. J. HART & CO., 79 Tchoupitoulas street.

DAILY CRESCENT.

ARRIVAL OF THE FALCON.

LATER FROM
OREGON, THE SANDWICH ISLANDS, PERU, AND THE ISTHMUS.

The U. S. mail steam-ship Falcon, Lieut. Henry Rodgers, U. S. N., commanding, arrived at an early hour yesterday morning from Aspinwall, bringing the California mails, 150 passengers, and $250,000 on freight and in the hands of passengers. The Falcon left Aspinwall on the 20th, and has experienced heavy weather and head winds during the entire passage.

The steamship Georgia left Aspinwall on the evening of the 19th for NewYork, via Kingston, with 300 passengers and $2,500,000 on freight.

The steamship United States left the same evening for NewYork, via Kingston.

The following persons died on the passage of the Falcon from Aspinwall to this port:

On the 23d of January, W. Brown; on the 25th, W. Quinn, Thomas M. Lillas and Samuel Gallagher.

The following is a list of the passengers brought by the Falcon:

Mr. and Mrs. Thomas, W. B. Levin, T. P. Dunner, Miss M. A. Gibbons, H. C. Wilson, Mrs. E. Stephens, C. D. Williams, S. W. Langton, E. L. Gunn, J. Kohlman, J. C. Wallace, M. Magrant, R. D. Steele, H. Moore, F. A. Sandford, W. P. Hogan, E. Daniels, T. M. Stevens, J. Mitchell, W. C. Hilton, L. H. Hilton, T. Hilton, G. W. Costa, G. Singert, R. Goodhall, W. M. Miller, R. Boyle, C. D. Shulledy, G. Walton, M. D. McCorkle, L. Cox, W. H. Annick, J. W. Bidwell, J. Bethea, J. H. Bidwell, W. Jarvis, J. D. Curry, J. R. Pyet, S. Poe, W. H. Meyers, W. Displatt and lady, J. H. Williams, M. Nebert, D. Senin, D. I. Arnold, J. Vaugrant, W. Noughen, C. Nash, J. Kitching, J. Chester, A. Pote, F. Smith, J. Jackson, J. Schuyler, M. I. Roach, E. White, M. E. Corwen, M. Kosinch, P. Wasinth, A. Walk, H. Gulda, A. Walsh, J. Nunn, J. B. Wall, J. H. Heidenbeck, C. Euler, J. Hest, C. Enstingen, J. Sutter, G. Harwick, F. Kinlen, J. Hilien, J. Ford, J. Childrus, J. Moore, J. Sullivan, J. Rhoads, J. Rudolphs, J. Evans, J. Hunter, C. E. Waters, J. Duckworth, H. Sargent, T. Bostwick, R. Bostwick, G. Firham, J. Ingle and lady, J. H. Neily, J. M. Freeman, C. W. Waugh, E. D. Maxey, C. Cappell, C. B. Walker, W. Wilson, J. A. Talbot, G. Lewis, J. McEnell, J. C. Thorp, G. W. Bessatt, W. Whitner, B. Watertown, J. C. Clark, W. Aldrich, W. Harwich, J. Lancaster, D. Lippincourt, O. Harr, W. Byfild, W. Bates, J. H. Jeffries, F. Krone, J. Glover, M. Barns, T. Lewis, W. Fitch, W. W. Dayer, G. Rankin, H. Genett, W. Berry, W. Swaim, W. Brown, T. Vance, M. Franklin.

We find in the papers brought by the Falcon, much interesting news from California, besides news from many other quarters—indeed, much more than we have space for.

FRESHETS.—Sacramento, Marysville, Shasta, and several other parts of the State, have suffered severely by storms and freshets. At Sacramento, the river rose to an almost unprecedented height, and, the levee giving way, a large portion of the city was inundated. A great amount of property was destroyed, and among the poorer classes, who had suffered by the fire, the suffering was intense. At last accounts, the flood was subsiding.

On the Upper Sacramento, the flood was equally disastrous. A letter from Shasta county says:

The water, at the height of the flood, was three inches deep on the first floor of Hall's hotel, and the country about Tehama submerged to the depth of at least three feet. This is six inches higher than the flood of last month, when the water rose to a greater height than ever before known.

O'Neil's ranche, twenty miles below Tehama, was wholly inundated. Mr. O'Neil, wife and three children were compelled to remain on a beam, under the roof of their house, for two days without food. Mr. Sedora, wife and family floated in a wagon box from their dwelling to a neighboring island, where they were soon after "treed" by a grizzly bear, and obliged to stay in its branches the remainder of the day and succeeding night, without a morsel of sustenance.

Mr. Hay lost, at his ranche, two hundred hogs during the freshet.

At Lawson's ranche, the loss in stock, etc., is not less than twenty thousand dollars.

All the ferries on the Sacramento down to Tehama broke away previous to the last flood, and there is now no direct communication between the two banks of the river.

The losses by the present freshet are greater than those during the first flood.

Mr. Moody states that no less than 700 miners on Chura Creek, in the vicinity of his ranch, were compelled to subsist six days on acorns, being entirely destitute of provisions, and unable to procure them in consequence of high water.

At Downe's ranch, on the north side of Cow Creek, twelve persons were cooped up in a room seven by nine feet for eight days, during which time they were obliged to subsist on one scanty meal of beans per diem. One of the number was Mrs. D., who was very ill and far advanced in pregnancy. Her husband succeeded in fording Cow Creek and reaching Fort Redding, where he endeavored to buy such necessaries as his wife needed, but the officers refused to sell him any. He, however, managed to obtain from the soldiers their extra rations, and returned with them to the creek, but was unable to cross, owing to high water. Fortunately, a "good Samaritan happened along that way" soon after on horseback, who swam the river and supplied his wife with the necessaries provided by her husband.

The town of Marysville was submerged.

The Stockton Journal is filled with accounts of disasters by the storm and flood in that vicinity. Almost every bridge on the Calveras was swept away.

The number of affrays, murders and robberies continues to be about as large as usual.

The two hundred and thirty-second anniversary of the Landing of the Pilgrims, was celebrated at San Francisco in handsome style.

In the bay of San Francisco on the 25th ult., one hundred Chinese, who had taken passage on board the bark America, rose in revolt as the vessel was about to sail. The Herald says: The pilot took command, and had just given orders to raise the anchor, when the Chinese gave a sort of war whoop, and rushed down below in a body. In a twinkling they came tumbling up, every man brandishing a knife. They made a lively attack on the officers and crew, who, to avoid being made mince meat of, were compelled to beat a hasty retreat over the sides. None stood on the order of their going, but they went quickly. Assistance was soon obtained by the officers, and they returned, gained possession of the vessel and sent the rebels ashore. The Chinese, it seems, were falsely informed by some one that the supply of provisions and water on board was insufficient, and hence their revolt. They have since attached the America for their passage money.

A railroad has been projected from San Francisco to the southern mines, and the Alta says that all the preliminary steps have been taken to secure its construction.

It is said that sugar cane can be successfully cultivated in Sonora.

Mr. A. V. H. Ellis, bearer of dispatches from the American Consul at Guaymas, to the Commodore of the U. S. naval forces on the Pacific station, arrived at San Francisco on the schooner Alerta. The Alta California says:

The documents have an air of importance, especially when taken into connection with the fact that Mr. Robinson, our Consul, was obliged, from fear of Mexican interpretation of the rights of *meum* and *tuum*, to take refuge with his whole family, and about $600,000 in silver bars and bullion, on board the American bark Caroline, which fortunately was at anchor in the harbor. We learn from Mr. Ellis that some fifty ladies of the town of Guaymas also availed themselves of the same privilege, and were most hospitably received by the captain of the vessel. The Caroline weighed her anchor and dropped off about five miles from Guaymas, where she remained with every thing ready for a start at a moment's notice.

The report that the Mexican Government paid $10,000 to the French under Count de Raousset Boulbon is incorrect; the truth being that the American Consul, assisted by a few Spanish merchants, gave the sum out of their own pockets, in order that commerce should go on as formerly without impediment. Mr. Ellis states that so great was the panic that prevailed amongst the Mexican population of Guaymas, that although the town contains 7000 inhabitants, not one single person remained in it when they heard the French were coming, whose force numbered about 180 men. He describes the defeat of Blanco as a total rout, and says that over sixty Mexicans were killed on that occasion. Blanco himself is in Guaymas playing the Napoleon—riding about in a gray overcoat surrounded by his staff in full uniform. Several Hungarians officers are attached to his staff, who appear to feel rather mortified at their position. The documents he brings will doubtless be delivered to the Collector of this port in the absence of a naval officer on the station. The inhabitants of Guaymas treated Blanco with the coldest neglect, not even offering him the usual homage of a fandango.

Speaking of the decision of the U. S. Land Commissioners, confirming the claim of Col. Fremont to the Mariposa ten league grant, the Alta Calaforuia says:

If Mr. Fremont gets possession of this estate, the grand stories of his immense wealth, which made even the millionaires of Europe stare, will be realized. But getting possession is the rub. The mineral lands of the claim are mostly occupied by miners who are not likely to go off. We have no doubt but Mr. Fremont's claim is valid, otherwise it would not have been confirmed by the Commissioners; but the decision will have to be confirmed by the Supreme Court of the United States before Mr. Fremont and the claimants under him get possession—and they will not get it then, except nominally.

ANOTHER OUTRAGE.—*Shooting Affair at the Palace.*—Between 8 and 9 o'clock last night, says the Sacramento State Journal, a stage driver on the route between this city and Auburn, by the name of Albert Putman, was shot, and severely, if not mortally wounded, at the Palace, a house of ill fame, on Second near I street. The person who fired the pistol was Fanny Smith, keeper of the house. From all we can gather, the facts appear to be that Putman and several companions visited the house, and Putman took a seat in what is known as the "wine chair," when Fanny insisted that he should pay for a bottle of wine. Upon the demand being made, some words took place, and she ordered Putman out of the house. After some hesitation he started, and after he had passed out of the front door, the woman following, levelled the pistol and fired, the ball entering the back, near the angle of the fifth and sixth ribs, fracturing one or both, and lodging in or about the lungs. The wounded man is certainly in a most critical condition. The woman was immediately arrested and taken to the Station House. As the news of the affair spread through the city, considerable excitement manifested itself, and threats were made of inflicting summary punishment upon the offender. About this time quite a large number of persons assembled in and about the City, or J street, where several speeches were made, urging the immediate execution of the accused party. Such we understood to be the purport of the remarks made, the crowd being so great we could not gain admittance. During the excitement, it was announced that the prisoner had been taken from the station house and conveyed to some unknown place. We learn since that she was taken to the Prison Brig, where we hope she will be safely secured, until such time as justice may be meeted out to her.

El Dorado.

The El Dorado News contains the following items:

The entire roof of the Empire Theatre gave way on Thursday night last, from the great weight of the snow that had fallen upon it.

The miners in this vicinity are now busily engaged in their diggings, and, as a general thing, with fair success.

On Sunday last, the firm of Bernstein & Co. of this place, purchased from the miners one hundred pounds, less two ounces, of gold dust.

On Wednesday morning last, the thermometer stood in this place at 26 deg. This was the coldest weather ever experienced in this region.

Snow commenced falling in this region on Tuesday morning last, and continued, with little cessation, until Thursday evening, when it commenced raising. The immense quantity of water which is now running into the creeks and ravines, cannot fail to overflow the Sacramento Valley, unless these streams very rapidly recede.

About two o'clock, on Thursday morning, the roof of the Placer Hotel, in this place, fell in with a tremendous crash, caused by the great amount of snow that had accumulated on it during the two days previous.

Teamsters are asking from 11 to 15 cents per pound for freight from Sacramento to this place.

Property to the amount of two thousand dollars has been destroyed in this place, by the recent rains.

Hangtown Creek is now higher than it has been since '49, and that remarkable individual, the "oldest inhabitant," says that the freshet continues longer than it ever has before.

Later from the Sandwich Islands.

By the arrival of the brig Wallace at San Francisco, from Honolulu, dates to December 4—two weeks later, have been received from the Sandwich Islands. The Polynesian has the following:

The ship Valparaiso touched in the channel going out, on Tuesday, the 23d November, and remained aground until the next tide, when she hauled off without damage. She could have gone out with ease at high water, or even high tide, but the pilot who took her out was deceived in her draught by about one foot, and thence the accident. In going out through the crowd of shipping, the V. ran foul of the Hibernia and carried away about six feet of her fore-yard, to repair which she was detained a couple of days, but sailed on the 28th November for New Bedford, with a full cargo of oil and bone, and passengers.

Very few accidents have occurred in this harbor among the shipping, although crowded nearly full.

THE SUGAR CROP.—The manufacture of the sugar crop commenced on those plantations where the cane blossoms, and from present appearances a large yield will result from the favorable season the planters have enjoyed, so far as weather has been concerned. The unusual drouth of 1851 destroyed much cane, but there has been no lack of rain the present year. We have heard persons who have visited the plantations on Kaua say, that heavier crops were never witnessed than were growing there a few weeks since.

FATAL AFFRAY.—A skirmish took place at Lahaina a few days ago, during which the police attempted to arrest some seamen, who ran to their boat on the beach, when the police were resisted, and one of them struck with a boat-hook by the mate of a ship and killed. The mate was arrested, and will be tried at the approaching term of the Superior Court.

There will be three trials of this description at the January term, and several others for aggravated criminal offences.

ROBBERY.—A dwelling house, occupied by Messrs. Symond & Gilliland, was entered on the night of Wednesday, the 24th of November, and robbed of all the wearing apparel, etc., belonging to these gentlemen. The thief has not been discovered.

Advices were received in Honolulu, on the 3d of December in thirty-eight days from NewOrleans, by seven days the shortest time ever made between the two places.

Monday, the 29th of November, was observed in the Hawaiian Kingdom as the Ninth Anniversary of the Joint Declaration of Great Britain and France to respect the independence of this Kingdom.

Public offices were closed during the day, and at 12 o'clock, noon, a salute was fired from the battery on the Punch Bowl. In the evening, a court was held at the Palace, which was numerously attended. A large number of presentations were made, among which that of the newly organized company of Hawaiian Guard attracted special attention.

From the Isthmus.

We have received by the Falcon Panama papers to the 15th inst.

Heavy rains continued, and the Cruces road was represented to be in rather a bad condition. The Star says that information had reached there to the effect that one of the railroad bridges had been carried away.

The Ecuadorial national ship Hermosa Carman, Commodore Jose Esquerda, arrived at Panama on the 6th, having on board thirty-two Jesuit priests, who were compelled by the Ecuadorian Government to leave that country. The priests were not permitted to land until conveyances could be procured for them to Aspinwall, to which port they are to be taken under the charge of a Government officer, who is ordered to see them shipped from the country.

Dr. Florentino Gonzales has proposed a change in the Constitution of New Granada, by which it is to be divided into ten sovereign and independent States, for internal government, on the principle of the United States. He proposes they shall be known as the "Columbian Confederation."

Mr. Miles, the United States Government messenger, arrived at Panama in the Bolivia, and immediately started for Aspinwall. He is the bearer of important dispatches from the United States Minister and the Government at Lima to the Cabinet at Washington.

Col. Totten and other Engineers of the Panama Railroad have arrived in Panama, and it was expected that operations would soon be commenced at that end of the line.

A party of miners left Panama for the Gulf of Garaechin, for the purpose of gold-hunting. The same party visited that district last year, and feel satisfied that their trip will prove successful.

A correspondent of a Bogota journal, writing from Medillin, says:

I am very much pleased with a trip I have just returned from, to the canton of Nordeste, in this province. I believe it is impossible in any place for richer mines to exist, than are to be found in that section of the country. The part of the Cordilleras that extend to that canton, are full of auriferous veins, and the valleys contain rich washings, in which the Mazamorreros obtain every day two, three, four, or even ten dollars' worth of gold, working only three or four hours.

No mine is properly worked, and the operations are carried forward on the most insignificant scale, not at all corresponding with the splendid field which the numerous deposits offer for mining industry. The population is at present very small, for the inhabitants of Antioch dread the climate, although I have not seen any place very insalubrious, except it be in the very densely wooded parts; if, instead of virgin forests, there were in those places plantations of sugar cane, Indian corn, cocoa and coffee, the climate would not be injurious to health; the temperature in the greater part of the canton seldom exceeds eighty deg. Fahr. Among other advantages it has ports on the Cauca and Magdelena, not more than ten or twelve leagues from the mining districts.

The bark Henry Jones, from NewYork, the 14th July has arrived at Panama.

From Peru.

The Panama Star has the following news from Peru:

We have been favored with the perusal of a private letter from Lima, under date of the 24th, which says: "The political horizon is very lowering. Don Mateo Paz Soldan (brother of the newly appointed Minister to Bogota) is in prison for having written verses against the President, Echenique; and there are strong rumors of a war with Bolivia and Ecuador."

H. B. M. ship Portland sailed from Valparaiso on the 2d December for San Lucas, Mazatlan, and the coast of Mexico.

The American ship Trenton sailed on the 3d November, from Callao for a port in the United States, with guano; on the 28th of the same month, met with a heavy gale, in which the ship made water so fast, that the pumps were inefficient for her relief. Capt. Thompson got out his boats, into which he had scarcely had time to get himself and crew, together with a small supply of bread and water, when the vessel went down. Capt. S. and his crew arrived at Valparaiso on the 30th November.

The new screw steamer Amazon, built in England for the Peruvian Government, had arrived at Talcahuano, and was taking in coal for a voyage to Callao. This vessel is represented as being a superb specimen of naval architecture. She is 1800 tons burthen and carries thirty guns. She will be quite an acquisition to the Peruvian Navy, which has lately been quite augmented by the purchase of several fine and very large ships, among them the Gov. Davis, an American vessel.

FATAL ACCIDENT ON THE ST. JOHNS.—On Sunday, the 16th inst., three white men and one negro were capsized in a sail boat on the St. Johns River, between Rice Creek and Pilatka. They all succeeded in getting on the bottom of the boat, where they remained until Tuesday morning, some forty hours. On Monday the steamers Welaka and Carolina passed, but did not notice them, they being too much numbed and exhausted to make any signal that would attract attention. After seeing the boats pass, two of their number, Messrs. Allen and Dreggers, gave up all hope, and soon afterwards died. Mr. King and the negro, belonging to Gen. Hopkins, the survivors, were brought into Pilatka on Tuesday, the 18th inst., having been accidentally picked up by a boat passing. Mr. King is doing well, and the negro is also likely to recover.

The brig Borneo, that run aground in the South Breakers off the St. Johns, has been lately got off by her present owners, and was towed into the St. Johns by Captain Willey.

THE GRINNELL EXPEDITION.—The British Admiralty, through Capt. Sir Francis Beaufort, the head of the hydrographic department, have just sent to Dr. Kane a supply of recent charts of the Arctic regions, accompanied by a very kind proffer of co-operation and advice in his approaching expedition to the North by way of Baffin's Bay. Dr. Kane has accepted the friendly offer, and has written requesting suggestions upon several features in the organization of his party.

THEN AND NOW.—"Five years ago, this day," says a writer in Frazer's Magazine, "Louis Napoleon Bonaparte was three years in arrear of rent in the Parish of St. James. He could not pay his tailor's, or his upholsterer's, or his wine merchant's bill, or meet one half of his engagements in the city or at the West-end."

Congressional.

WASHINGTON, January 19.

SENATE.—Mr. Foote presented the credentials of the Hon. ... S. Phelps, Senator appointed for the State of Vermont, in the place of the Hon. Wm. Upham, deceased. Mr. ... appeared and was sworn.

Mr. Hamlin reported a bill granting a register to a ... bark now owned in Boston, and it was considered ... passed.

Mr. Hamlin also reported a resolution calling upon the Treasury Department for a plan of a new law regulating the collection of the United States revenue, and it was adopted.

Mr. Cass's joint resolution re-affirming the Monroe doctrine against the re-colonization of any part of this continent by any European power, was taken up.

Mr. Mason addressed the Senate, contending that the declaration of Mr. Monroe was confined entirely to the proposed attempts by the allied powers of Europe to aid Spain in the subjugation of the Spanish American Republics.

Mr. Cass briefly replied.

Mr. Dixon gave notice of his intention to move the reference of the resolution with instructions to report whether the Clayton and Bulwer treaty had been violated or not, and to report the necessary measures.

The subject was then postponed till Tuesday next.

The Pacific Railroad bill was then taken up and further debated.

The Senate then adjourned.

HOUSE.—The House proceeded to the consideration of the question, which was pending when the morning hour expired yesterday, namely: to reject the bill reported from the Committee of Ways and Means to establish a branch mint in the city of New York.

Mr. Chandler addressed the House against the bill, insisting that there is no necessity for the measure; the mint at Philadelphia and the branches already established being amply sufficient to coin all the gold and silver which may be required. He had not finished his remarks when the morning hour expired.

The Speaker laid before the House various Executive communications; among them one from the President of the United States, communicating the fact that the Florida Indians refuse to remove to the homes assigned them west of the Mississipi, and suggesting that the only alternative now is to remove them by force.

The document was referred to the Committee on Military Affairs.

Also, a message from the President of the United States, enclosing a correspondence from the Spanish Government relative to the claims against this Government connected with the Amistad; which was referred to the Committee on Foreign Affairs.

An ineffectual effort was made to proceed with the business on the Speaker's table; and, pending a motion to go into the Committee of the Whole on the State of the Union, the House adjourned.

TELEGRAPHIC ITEMS.

WASHINGTON ITEMS.—*Washington, January 19.*—The wife of Senator Douglas died at his residence this afternoon, and will be buried on Saturday.

The Secretary of the Navy has appointed D. W. Whitehurst Naval Storekeeper and Superintendent of the coal Depot at Key West.

The difference of opinion between Cass on one side, and Mason and Hunter on the other, as to the proper interpretation of the Monroe doctrine, has caused considerable talk, and various speculations are afloat as to its effect in arranging foreign questions and forming the Cabinet. It is now agreed that Mr. Soulé shall speak on Tuesday, and it is said he will sustain Gen. Cass.

AMERICAN COLONIZATION SOCIETY.—*Washington, January 19.*—The American Colonization Society held an adjourned meeting this morning, and elected John H. B. Latrobe, of Baltimore, President, who was for many years President of the Maryland Colonization Society. The society also elected Vice Presidents, and passed several important resolutions.

TEMPERANCE MOVEMENT.—*Albany, Jan. 19.*—A mass convention of the friends of temperance was held, here to-day, and resolutions adopted similar to those of the State Society.

Mr. Havens stated that a bill, very stringent in its provisions, and framed to obviate the objections of Judge Curtis against the Rhode Island law, would be presented in a day or two to the Legislature.

REMOVAL OF THE HEALTH OFFICER.—*New York, Jan. 19.*—The Health Officer of the port of NewYork is to be removed, and Dr. Sleight nominated in his place.

The weather is cold, and the sleighing very good.

DESTRUCTION OF A FREIGHT DEPOT.—*Goshen, Jan. 18.*—A fire broke out in the oil room in the freight depot of the Erie Railroad at Delaware, and the building was entirely consumed, with a large amount of freight. The loss is estimated at $5,000.

THE PLAGUE IN RUSSIA.—*Boston, Jan. 18.*—A letter from St. Petersburg, dated December 21, reports that the plague had entered Russia, and was also prevalent at Astrachan and another place in the vicinity. The Emperor had ordered a military cordon of 75,000 men, to prevent if possible, its advance further into the interior.

MARINE DISASTER.—*Boston, January 18.*—Accounts from Holmes' Hole report that the schooner Progress, from Portland for Baltimore, dragged ashore, in the gale of the 15th, but got off on 15th, with loss of false keel and leaking fifty strokes an hour. She will proceed to New Bedford for repairs.

MORTALITY AT SEA.—*Boston, January 19.*—The ship Moses Wheeler, which left Liverpool November 11th, arrived to-day. Fourteen of her passengers died on the voyage.

CONGRESSIONAL NOMINATIONS.—*Concord, January 18.*—Hon. George W. Morrison, of Manchester, was to-day nominated at the Democratic Congressional Convention, held in Manchester, to be supported in March, as the democratic candidate in this, the Second District, under the new revision.

VESSELS IN DISTRESS.—*Norfolk, January 19.*—The schr Columbia, for NewYork, returned to-day with loss of sails and leaky. The Thos. Denning, from Charleston for Philadelphia, put in with loss of jib boom, jib, etc.

ARRIVAL OF THE BENJ. FRANKLIN.—*Norfolk, Jan. 19.*—The steamer Benj. Franklin from NewOrleans for New York, put in here to-day short of coal.

SHOCKING OCCURRENCE.—*Probable Murder by a Burglar.*—Last night about half-past 5 o'clock, Mr. Henry Haydock, of the firm of Haydock, Clay & Evans, druggists, doing business in Pearl street, near Maiden Lane, was preparing to leave the store, and had occasion to go up stairs, where, to his surprise, he discovered a negro, who seemed to have secreted himself. The other members of the firm, and the attaches of the establishment, had a short time previously left for the night, and he found himself alone with the negro. He asked the intruder what he wanted, and was told he wanted nothing, but that he had been at work in the lofts, and accidentally locked in. The rascal then appeared to want to leave, and Mr. Haydock stepped aside, when he was knocked down by the negro, who placed his knees upon his breast and instantly cut his throat. The assassin thinking, probably, that he had dispatched Mr. H., made a quick exit, and escaped successfully. Mr. Haydock managed to reach the bottom of the stairs, when his situation was discovered, and he was immediately conveyed to Messrs. Clark & Brown's, in Maiden Lane. The wound, although very severe, did not have the desired effect. Dr. Briggs was quickly in attendance, and, after taking up one of the arteries which had been severed, sewed up the wound. Mr. H. remained at the above place during the night, as it was not considered safe to remove him. The wound inflicted may prove fatal. Capt. Carpenter, with some of his men, went immediately in search of the offender, but did not succeed in capturing him. [N. Y. Cour. & Enq.

THE NEW YORK CRYSTAL PALACE.—We learn from the New York Times that the foreign department of the Crystal Palace is being actively attended to. Letters from agents in Europe and Asia communicate daily the fact of contributions of a most interesting nature being got in readiness, by various nations, for the exhibition. The Sultan of Turkey has expressed his intentions of devoting a war steamer to the purpose of conveying the contributions to this country. He has also issued a firman, ordering all the merchants of Constantinople to prepare samples of their wares, which he promises shall be conveyed hither free of expense. The German sculptor, Kis, whose splendid statue of the Amazon attracted such notice in the English Exposition, has determined on sending some of his works, and several other eminent sculptors have consulted him as to the best mode of contributing also. It is probable that among other works of art, we shall receive from Germany some very fine plaster casts of antique and modern statues. Baron Marochetti, who has just completed his colossal statue of Washington, has entered into communication with the Committee of the Crystal Palace, as to what site has been determined on for his great work.

ANOTHER CRYSTAL PALACE.—A Crystal Palace project is in agitation at Boston. The Transcript says, the public need not be surprised to see one that will be an honor to New England and the whole country.

The London Times has recently taken occasion to talk about the frequency of fires in our American cities. Now, the report of the London Fire Brigade shows that for the year ending the week before the 1st of January, 1853, there were 1000 fires in London, and a pecuniary loss was sustained of ten millions of dollars. The loss of lives was proportionately great.

ROBBERY AND ATTEMPTED MURDER.—Jacob Gerhart, of Starkville, Miss., on the 14th inst., employed two men to set him across the river from a point six miles below Cairo. He was accordingly landed at Columbus, where he intended to await the arrival of a boat to take him home; but at the instance of the men in the skiff, he agreed that they should take him to Hickman. The men when about two miles from Hickman knocked Gerhart down and robbed him of $200, afterwards throwing him into the river. The wounded man, however, recovered, and regained the shore. The ruffians were traced to Hickman, which place they left for Memphis.

ORDERED TO LEAVE.—Philip Boylan, an Englishman, has been recently ordered to leave the Island of Cuba, at two hour's notice, by the Governor of St. Jago de Cuba, with a refusal to assign causes or make explanation. He is an old and wealthy resident of Cuba, and the English Consul, it is said, has demanded to know the reason of the order.

A GOOD WEEK'S WORK.—The Bristol (R. I.) Phœnix tells us of a man living somewhere near that town, whose cow had three calves at a birth Tuesday—whose mare foaled two colts on Wednesday—and whose wife gave birth to a pair of twins on Saturday. All the colts, calves and babies are doing well, and bid fair to be raised. The same man's hen hatched five chickens from four eggs last spring.

CARRYING A JOKE TOO FAR.—At Auxerre, in France, two young persons were recently married. On the occasion their friends gave them a *fete*, and some one mingled opium with the wine, that the newly married pair might be *surpris au lit* next morning. Unfortunately too much opium was used, and they were not only asleep next morning, but continued so for four days, and it was feared they would never awake.

THE ILLINOIS SLAVE CASE.—A dispatch to the St. Louis Republican, dated at Alton, Ill., the 18th instant, says that twelve hundred dollars have been contributed by the friends of the fugitive slave girl Amanda, who was arrested at that place the day before, and that she was then at liberty.

The Paris correspondent of the London Times says that letters from Lyons state that the manufacturers there have been compelled to refuse fresh orders, having more on hand than they will be able to execute before next spring. Equally favorable accounts have been received from Bordeaux and Elbeuf.