STEAMBOAT DEPARTURES.

Monday, April 25.

COVINGTON	LENORA, Dunbar	12 M
MOBILE	FLORIDA, Gibbons	4 PM
CINCINNATI	GULNARE, Lee	4 PM
CINCINNATI	EUROPA, Scott	4 PM
LOUISVILLE	EMPIRE, Merrin	5 PM
LOUISVILLE	REINDEER, Montgomery	5 PM
ST. LOUIS	ST. NICHOLAS, Burke	5 PM
RED RIVER	ALABAMA, Kenny	5 PM
LAFOURCHE	DR. BATEY, Watson	5 PM
LOUISVILLE	EMPRESS, Wilson	5 PM
ST. LOUIS	GEO. COLLIER, Gorier	5 PM
BAYOU SARA	NEW LATONA, Gross	5 PM

☞ The new and light draught passenger steamer ST. NICHOLAS, Capt. York will leave for ST. LOUIS and all intermediate landings THIS EVENING, at 5 o'clock. apr25 WHITE & BUCHANAN, 37 Fulton street.

☞ The splendid passenger packet steamer GEORGE COLLIER, J. W. Gorier, master, will leave for ST. LOUIS and all intermediate landings THIS EVENING, at 5 o'clock. apr25 WHITE & BUCHANAN, 37 Fulton street.

☞ The steamer GULNARE, Captain Linn, leaves for CINCINNATI, etc., THIS EVENING, at 4 o'clock. apr25 MCDOWELL, JR. & BELL, 19 Fordyce street.

☞ NOTICE TO COAST PASSENGERS.—On and after TUESDAY, (To-Morrow,) 26th inst., the steamer CREOLE, for Biloxi, Lorenzburg, and intermediate landings, will leave on Tuesday and Thursday mornings, on arrival at the Lake of the 9 o'clock cars. apr25 21 R. GEDDES, Agent.

☞ Ship LOUISIANA, Captain Barstow, from New York, will commence discharging on Monday next at Peet 16, First District. Consignees are requested to attend to the receipt of their goods on the Levee, or they will be stored at the expense and risk of the owners thereof. J. P. WHITNEY & CO., 61 Camp street.

☞ Ship ARCADIA, Jordan, master, from Philadelphia, is discharging at Peet —, First District. Consignees will please attend to the receipt of their freight on the Levee, otherwise it will be stored at their risk and expense. J. H. ASHBURNER & CO., 33 St. Charles street.

☞ Ship HOWADJI, Capt. Balch, from Boston, will commence discharging on Peet 17, First Dist. Consignees are requested to attend to the receipt of their goods on the Levee, or their will be sent to the public stores at the risk and expense of the owners thereof. J. P. WHITNEY & CO., 61 Camp street. apl1

☞ Ship R. K. PAGE, Capt. Strickland, from Liverpool, is now ready to discharge cargo at Peet —, First District. Consignees are requested to attend to the receipt of their goods on the Levee. All goods not permitted within five days will be sent to the public stores at the risk and expense of the owners thereof. J. P. WHITNEY & CO., 61 Camp street. apr9

☞ Consignees per ship R. K. PAGE, from Liverpool, are requested to inform the undersigned to sign the gen. bill of lading. J. P. WHITNEY & CO., 61 Camp street. apr9

☞ The ship TIMOUNTAIN, Capt. Rea, from Boston, is now discharging her cargo opposite Peet 21, First District. Consignees will please attend to the receipt of their goods on the Levee. apr14 GEO. W. HINSON, 84 Camp street.

NOTICES.

PERSEVERANCE FIRE Co. No. 13.—The officers and members of this Company are hereby notified to attend the regular monthly meeting, to be held the Hall of the Company, TUESDAY EVENING, April 26, at half-past 7 o'clock. apr24 by order, J. BEN CHANDLER, Secretary.

MISSISSIPPI FIRE CO. No. 2.—The officers and members of this Company are hereby notified to attend the regular monthly meeting, to be held at the Engine-house on MONDAY EVENING, April 26, at half-past 7 o'clock. Punctual attendance is particularly requested. F. J. ROBERTS, Secretary. apr24

PORTUGUESE BENEVOLENT ASSOCIATION.—GENERAL MEETING.—The members belonging to this Association are requested to meet at the Orleans Hall Room, (over the French Theatre,) Orleans street, between Royal and Bourbon sts., on FRIDAY EVENING, April 25, at 7 o'clock precisely, to transact business of great importance to the Association, and of electing a Vice President in place of Mr. Jose Nunez, resigned.

☞ The President hopes that every member will be present. apr24 6t ANTONIO VIEIRA, Jr., Secretary.

LAFAYETTE AND PONTCHARTRAIN RAILROAD COMPANY.—NEW ORLEANS, (Fourth District,) April 1, 1853. Subscribers to the Stock of this Company are hereby notified that an installment of TEN PER CENT, (being sixth installment) will be due and payable at the Office of the Company, No. 12 Jackson street, on the FIRST DAY OF MAY, 1853. By order of the Board. apl1 1d W. T. GILMORE, Secretary.

OFFICE OF THE VICKSBURG, SHREVEPORT AND TEXAS RAILROAD COMPANY.—MONROE, LOUISIANA, 1853.—Notice is hereby given that the Books for the subscription of Stock in the Vicksburg, Shreveport and Texas Railroad will be opened in the cities of Vicksburg and New Orleans, and in the parishes of Madison, Carroll, Morehouse, Ouachita, Union, Jackson, Bienville, Claiborne, Sumpter and Caddo, for the space of six months, from and after the 1st day of February, 1853. N. D. COLEMAN, Pres't. JOHN H. DUNBAR, Sec'y. 6t14 6m

NOTICE.—On and after the 1st of January, 1853, the undersigned will receive deposits and do a general BANKING BUSINESS in connection with EXCHANGE, under the name of the CITY BANK. COCHRAN & CO., 33 Camp street.

NOTICE TO PROPERTY HOLDERS.—The undersigned will attend to the Renting of Stores and Dwelling Houses, and collecting the rent for same; negotiate REAL ESTATE, NOTES, OR EXCHANGE—will take the Agency for any number of non-residents, and see to keeping it in proper repair, renting, collecting, etc. J. G. PIERSON, No. 7 Commercial Place, apr11 tf two doors New Camp street.

ELECTION NOTICES.

☞ FIRST DISTRICT COURT.—I present myself as a candidate for Judge of the First District Court of New Orleans, in the stead of the parish of Orleans. JOHN C. LARUE. 8th

☞ Ed. Crescent: Please announce that WILLIAM HALL, Esq., will be a candidate for JUDGE of THE FIRST DISTRICT COURT OF NEW ORLEANS, or the Court that may be organized to succeed it under the new Constitution. YOUNG AMERICA.

☞ P. S. BIRON is a candidate for the JUDGESHIP OF THE SECOND DISTRICT COURT OF NEW ORLEANS, or for any other Court which might be created to succeed it. 5d1

☞ FOR JUDGE OF THE SECOND DISTRICT COURT.—MARTIN BLACHE is a candidate for the office of JUDGE OF THE SECOND DISTRICT COURT OF NEW ORLEANS, or of the Court that may succeed it. 5d1

☞ H. B. EGGLESTON is a candidate for JUDGE OF THE THIRD DISTRICT COURT OF NEW ORLEANS. 5d1

☞ FOR JUDGE OF THE THIRD DISTRICT COURT.—C. M. EMMERSON is a candidate for the office of JUDGE OF THE THIRD DISTRICT COURT, or the Court which may be organized to succeed it. 5d1 tc

☞ FOR JUDGE OF THE THIRD DISTRICT COURT.—GEORGE W. CHRISTY is a candidate for the office of JUDGE OF THE THIRD DISTRICT COURT OF NEW ORLEANS, or the Court which may succeed it under the new Constitution. 5d1

☞ FOR JUDGE OF THE THIRD DISTRICT COURT.—RICHARD H. BARKER is a candidate for the JUDGESHIP OF THE THIRD DISTRICT COURT OF NEW ORLEANS, or the Court which may succeed it under the new Constitution. 5d1 tc

☞ FOR JUDGE OF THE THIRD DISTRICT COURT.—We are authorized to state that Judge A. CANONGE is a candidate for JUDGE OF THE THIRD DISTRICT COURT OF NEW ORLEANS, or of the Court which may be substituted to it under the new Constitution. 5d1 tc

☞ FOURTH DISTRICT COURT.—I am a Candidate for Judge of the Fourth District Court of New Orleans. M. M. REYNOLDS. 5d1

☞ We are authorized to announce JAMES DUNLAP as a candidate for JUDGE of the FIFTH DISTRICT COURT.

☞ Please announce that JOHN GEDGE will be a candidate for JUDGESHIP OF THE FIFTH DISTRICT COURT, or the Court which may succeed it under the provisions of the new Constitution. As the record of NUMEROUS FRIENDS. 5d1 tc

☞ FOR JUDGE OF THE FIFTH DISTRICT COURT.—We are authorized to announce BENJAMIN W. KENNEY as a candidate for the JUDGESHIP of the FIFTH DISTRICT COURT of New Orleans. 5d1 tc

☞ FOR JUDGE OF THE FIFTH DISTRICT COURT.—We are authorized to announce EDWARD D. RAND as a candidate for the JUDGESHIP of the FIFTH DISTRICT COURT of New Orleans. 5d1 tc

☞ FOR JUDGE OF THE FIFTH DISTRICT COURT.—We are authorized to announce J. LIVINGSTON as a candidate for the office of JUDGE OF THE FIFTH DISTRICT COURT OF NEW ORLEANS. 5d1 tc

☞ J. B. COTTON is a candidate for JUDGE OF THE SIXTH DISTRICT COURT FOR THE CITY OF NEW ORLEANS, or the Court which will supersede the Third Judicial District Court for the Parish of Jefferson. 5d1 tc

☞ HENRY C. MILLER is a candidate for DISTRICT ATTORNEY of the Parish of Orleans. 5d1

☞ FOR DISTRICT ATTORNEY.—B. S. TAPPAN is a candidate for DISTRICT ATTORNEY. 5d1 tc

☞ FOR DISTRICT ATTORNEY.—HENRY ST. PAUL is a candidate for the same named office. 5d1 tc

☞ FOR DISTRICT ATTORNEY.—We are requested by many friends of Mr. W. J. A. ROBERTS to announce him as a candidate for DISTRICT ATTORNEY OF THE PARISH OF ORLEANS. 5d1

☞ FOR DISTRICT ATTORNEY.—We are authorized to announce the name of P. H. O'NEIL, Attorney and Counsellor at Law, as a candidate for the office of DISTRICT ATTORNEY for the district in which the parish of Orleans is situated, either as it is now known or by any other denomination which the Legislature may call it. 5d1 tc

☞ J. G. POINDEXTER, Superintendent of the Inquiry Delivery in the City Post-office, is a candidate for CLERK OF THE FIRST DISTRICT COURT. 5d1 tc

☞ JOHN CRICKARD is a candidate for CLERK OF THE SECOND DISTRICT COURT. 5d1 tc

☞ P. M. BERTIN, for the past fourteen years Deputy Clerk of the Late Probate and of the present Second District Court, is a candidate for the CLERKSHIP of the said SECOND DISTRICT COURT, or whatever Court the same may be changed to. 5d1 tc

☞ THOMAS C. POOLE is a candidate for CLERK OF THE SECOND DISTRICT COURT. 5d1 tc

☞ Editors of the Crescent: Please announce WILLIAM J. CASTELL as a candidate for the office of CLERK OF THE THIRD DISTRICT COURT OF NEW ORLEANS. 5d1

☞ Messrs. Editors: Please announce me as a candidate for CLERK OF THE THIRD DISTRICT COURT OF NEW ORLEANS. FRANCIS MOONEY. 5d1

☞ WILLIAM P. BEDLOCK, for CLERK of the THIRD DISTRICT COURT, or of the Court that may be organized to succeed it. 5d1 tc

☞ We are authorized to announce Colonel CHARLES A. LABUZAN as a Candidate for CLERK of the THIRD DISTRICT COURT, or whatever Court the same may be changed to. 5d1

☞ JAMES A. HOPKINS is a candidate for CLERK OF THE FOURTH DISTRICT COURT OF NEW ORLEANS. 5d1

☞ THOMAS GILMORE, Clerk of the Fourth DISTRICT COURT NEW ORLEANS, is a candidate for reelection. 5d1

☞ FOR CLERK OF THE FIFTH DISTRICT COURT. We are authorized to announce SAMUEL G. RISK as a candidate for CLERK OF THE FIFTH DISTRICT COURT, or whatever Court the same may be changed to. 5d1 tc

☞ Messrs Editors: Please announce WM. A. SCOTT as a candidate for CLERK OF THE FIFTH DISTRICT COURT. 5d1

☞ FOR CLERK OF THE FIFTH DISTRICT COURT.—GEORGE WASHINGTON LEWIS, the present Minute Clerk of the Fifth District Court of New Orleans, which situation he has filled for the last seventeen years, offers himself as a candidate for the office of CLERKSHIP of said Court, or whatever Court the same may be changed to. 5d1 tc

☞ We are authorized to announce C. B. WHEAT as a Candidate for Clerk of the Sixth District Court. 5d1

☞ H. E. JOHNSON, candidate for CLERK OF THE SIXTH DISTRICT COURT. 5d1

DAILY CRESCENT.

Further California News.

In addition to the news published by us in extra form on Saturday, we have gleaned from our files the following additional news.

THE BURNING OF THE INDEPENDENCE.

The following is Capt. Sampson's statement of this deplorable catastrophe. It will be read with painful interest by all classes of our citizens:

Messrs. Editors—I am under the painful necessity of reporting the loss of the steamer Independence, lately under my command, on her passage from San Juan del Sud to this port, and about one hundred and twenty-five lives, consisting of the passengers and fifteen of the crew. She was lost on the Island of Margarita, off the coast of Lower California. After leaving Acapulco, we experienced strong breezes from N. W. to N. Passed Cape St. Lucas on the morning of the 15th February. At 12 o'clock M. of the 15th, we were in latitude 23 04 N., longitude 110 42 W.; steered N.W. by W½W per compass, intending to go to the westward of Margarita Islands.

On the morning of the 16th, at 1 o'clock, A. M., made the mainland to the eastward of the island, having been set in shore by the current. Altered the course to S. W. At 2 A. M. made the Island of Margarita, the south point bearing W. by S. per compass; then altered the course to W. S. W. I intended to give the point a berth of three miles, but owing to a haze over the land I was deceived in the distance. At 15 minutes past 5, just as day was breaking, she struck on a sunken reef extending off from the south point of the island about a mile from the shore. The sea was very smooth at the time, not breaking on the reef at all. Backed the engine, and she came off; examined the hold and found that she was filling fast; knew that I should have to beach her to keep her from sinking; got a sail over the bow (under her) to try to stop the leak, and set a gang of men at work at each hatchway bailing, and run along the west side of the island, close in, to find a good place to put her ashore. Told the engineer to let me know five minutes before the water would be up high enough to put out the fires. When we had run about four miles, the engineer came up and reported the water nearly up to the fires, and that they would soon be extinguished. Put the helm hard a-port, and run her ashore into a small cove on the south-west side of the island, head on. Lowered a boat, and sent the mate and two men in her to run a line to the beach, which was about a hundred yards distant, but the boat breached to and was swamped in the surf. Lowered another boat, and sent three men in her with another line, which they succeeded in getting ashore. I now ascertained that the ship was on fire. Told the engineer to take his men and put out the fire if possible. Ordered the other two boats to be lowered, and to come forward, and the women and children to come to the forward gangway; loaded both boats with women and children, and sent them ashore.

The ship had now swung round, broadside on. The mate and two men came off with the boat that took the line ashore, and she was immediately loaded with women and children, and went ashore with them. The fire originated from the furnaces. It was necessary, after the steamer struck, on the reef, to use wood and boards for fuel, in order to keep up steam until she struck on the beach, when the water was so high as to stop the draft from the lower flues, which forced open the furnace doors, and the flames rushed out and caught the wood work in the fire room, and also around the smoke stack, thence spreading very rapidly. Every effort was made to get the fire under, but of no avail. The flames were now coming up from the hatchways, fire room, engine room, ventilators, and around the smoke stack; every thing was consternation and dismay; the people seemed completely bewildered, and were jumping overboard by dozens.

The scene was perfectly horrible and indescribable—men, women and children screeching, crying and drowning. I ordered the spars, hatches, tables, and every thing that would float, to be thrown overboard, which was done, and they were immediately covered with people. About an hour after the ship struck the beach she was in a perfect sheet of flame, and there was no one on board of her except one of the coal passers, named Beaumont, and myself.

The smoke stack had fallen, and the promenade deck forward had tumbled in; the flames were coming out of the side lights, and it was impossible to stay on board any longer. A boat came off from the shore with two of the deck-hands in her. Beaumont, who was near the fore rigging, jumped into her, and I jumped overboard, swam to her, and commenced picking up those who were afloat. After picking up three boat loads, Thomas Herren, the steward, succeeded in launching another boat and saving some of the people. When all that were alive had been picked up, and some of the baggage, I landed, and had the spars which had drifted ashore hauled up into a ravine, and with one old sail that had washed ashore, made a tent large enough to shelter the women and children.

The ship was still in flames, so that it was impossible for any one to board her. I gave the mate and engineer orders to have the dead taken above high water mark and buried, and to board the wreck as soon as possible, and save all the provisions and water that they could. I then took a boat and four men, and started to pull round the north end of the island to Magdalena Bay in search of assistance, expecting to find some ships there.

We pulled until ten o'clock that night, when, not being able to see any vessels, and not knowing in what direction to pull, I landed on the north shore of the entrance to Magdalena Bay, hauled up the boat, and waited until daylight, when I started again to pull across the bay; after pulling an hour and a half, I discovered a vessel close in to the main land, pulled for and reached her at 11 o'clock A. M.; found her to be the schooner A. Emery, Captain Gordon. The Captain and most of the crew were ashore, looking for water; set a signal, and they came on board.

Captain Gordon said that he had been in the bay five days, and that there were no other vessels in the bay. After stating the circumstances of the wreck to him, he consented to get underway, (although he had but sixty gallons on board at the time,) and take the survivors to San Jose or Cape St. Lucas, where they could get the necessaries of life until other assistance could be rendered them; and he immediately got under way, and commenced beating out. At Daylight of the 18th, it being calm, and the schooner being a long distance from the wreck, I took twenty gallons of water and a sack of bread in the boat, and started for the camp, expecting to find the people suffering for water, as there was none on the island fit to drink. Arrived abreast the wreck at 2 P. M., having been gone from there fifty-one hours. The surf was breaking heavily, making it dangerous to land. The mate came down on the beach, and said that the passengers had gone across the island, and that I had better pull round the south end of the island to the other side, which I did, and found the boats' crews from the whale-ships Omega, James Maury, Meteor, and bark Clement, busily at work taking passengers on board the ships, which lay about twelve miles distant from the point of embarkation, in the lower bay. While I was away in the boat, the mate and engineer had gone across the Island, seen the ships and boats, and signalized to them, and so obtained relief. I then took a boat and crew, and started off to meet the schooner, and take her back into the bay, where we arrived on the morning of the 20th. I then went on board the ships, and mustered a party of men, and went across the island, to save and bring over all the provisions we could find.

On the 3d of March, every thing being ready, and the passengers all on board, except a few who choose to go to the Sandwich Islands in other ships, we sailed for this port.

I was on the larboard paddle-box when the steamer struck, and had been on deck the whole night. If the steamer had not taken fire not a soul would have been lost, for they could all have been landed safely if there had been time.

Too much cannot be said of the humane conduct and kind treatment received from Capt. J. Fisher and officers of the ship Omega, Captain Wheldon, of the James Maury, Capt. Jeffries, of the ship Meteor, Capt. Lane, of the bark Clement, and Capt. Gordon, of the schooner A. Emery, who promptly came to our relief as soon as they heard of our situation, and rendered us all the assistance and made us as comfortable as possible during our stay in the bay. Yours, respectfully, F. L. SAMPSON,

Late master steamer Independence.

San Francisco, March 31, 1853.

THE MINES.

Mining operations were in the highest degree prosperous. The Alta California of the 1st instant says:

Nearly all the principal placers, old and new, have been yielding handsomely through the past month, while the low prices of provisions, and the increased facilities for transportation, have turned the advantages and profits to the miner.

New diggings have been discovered 60 miles northeast of Yreka, on Hungry Creek, and are said to be very rich. A correspondent, writing from Curtes' Creek, says:

Some of the miners are making from eight to forty dollars per day, in places that three months ago no one thought of making a cent in. One company took out some $500 to the share last week. This is not the only case. To my certain knowledge there are companies taking out weekly from one to three and four hundred dollars; and one man told me last evening that he had made some thirty-four dollars that day.

MURDERS, ETC.

Lieut. Edward Russell, of the 4th Infantry, was killed by the Indians on the 25th of March, near the head waters of Tom's creek, near Colusa. He was ordered by Col. Wright to that county for the purpose of protecting the ranchmen and others from the torments of the Indians, and was murdered while on that duty.

Intelligence had just been received from the northern part of the State of a painful character. The Indians in the neighborhood of Shasta, Colusa and Trinity had again become troublesome, committing the most savage depredations wherever an opportunity offered.

GENERAL SUMMARY OF NEWS.

The adopted citizens of Irish birth celebrated the anniversary of Ireland's Patron Saint at San Francisco, by marching in procession through the principal streets. The procession is represented to be the largest ever witnessed in San Francisco.

Three men, named George Stewart, Barney Ackerman, and Jack Thompson, were sentenced to be hung at Sacramento, on the 26th March, for the murder of a man named John Carroll, alias Boot Jack.

The Alta California says:

An attempt was made a few nights since by the mate of the British bark Cumberland, now in port, to murder the commander, Capt. George Champion, for some imaginary wrong. Three shots were fired through the window of the captain's state-room while he lay in his berth asleep, fortunately without taking effect. The mate, whose name is Varian, made his escape.

The ship Dakotah, Capt. Sloan, has just arrived from NewYork, after a long and unfortunate passage. Four deaths and two births occurred during the trip.

Five Frenchmen, encamped near Mariposa, were attacked by some Mexicans a few days since, and the whole party was murdered and robbed.

The steamer Tennessee, on the beach outside, is entirely abandoned and is going to pieces.

The steamer R. K. Page collapsed a flue near Nicolaus, on the Sacramento, on Monday, the 28th March. Several persons were killed by the explosion. Among the missing was Lieut. Henry Moore, one of the owners of the boat.

The announcement of the establishment of a weekly mail between San Francisco and the Atlantic was received at San Francisco with much satisfaction.

The steamship California, which sailed from San Francisco on the 1st inst., for Panama, had $2,234,308 in gold, on freight.

A perfect mania exists in the mining towns for routs and balls. Our interior exchanges teem with the accounts of the pleasures enjoyed at these places of amusement.

Miss Hayes has given her alloted number of concerts in this city, but remains here for the present.

Miska Hauser is about to give a public series of concerts in this city.

Theatricals are doing only a fair business.

The following items we find in the Alta California for the steamer:

The bill authorizing the extension of the city front 600 feet, will doubtless pass the Legislature, in opposition to public opinion and the remonstrances of property holders. The fraud is perhaps one of the boldest and the most infamous ever perpetrated upon a community.

The Collector of the Port, with the aid of the Superintendent of Light-Houses, has been locating the lights authorized by Congress, for this harbor, and two or three of the principal ones are in rapid course of construction.

The Foreign Miners' Tax bill for the levying and collecting of taxes upon foreigners working the mines of this State passed the Legislature on the 19th ult.

The inhabitants on the frontiers of Sonora are about emigrating to the arable lands on the banks of the Gila, near its junction with the Colorado.

Accounts from Lower California represent that State, like all the rest of the Mexican confederacy, as in a state of hopeless anarchy and confusion.

A spurious coin, about the size of a franc piece, has been imported in large quantities from Germany, and circulated freely through the State for the value of twenty-five cents. Chinese and other foreigners not acquainted with the value of coins, are the greatest sufferers.

The clipper ship Tinqua sailed on the 30th ult. for Whampoa, with upward of 200 Chinese returning to their homes.

The town of Weaverville, recently destroyed by fire, is fast rising from its ashes.

A rain storm commenced on the 26th, and continued almost without intermission till the 30th ult. The weather is again clear, and will probably remain so during the season.

Oregon.

The news from Oregon at San Francisco is as late as the 19th of March. The miners in Southern Oregon were doing well. The small pox was creating great havoc among the Indians. The question of establishing a State Government was being strongly agitated among the people.

Sandwich Islands.

News from the Sandwich Islands to the 23d of February had been received at San Francisco. The King received the French Minister Plenipotentiary at the palace on the first of February. The repeal of all port charges in the island is warmly urged. Some of the planters in the other islands think it would only benefit the merchants of Honolulu.

China.

The Overland Register, in speaking of the Chinese rebellion, thus contemptuously says:

"The rebellion has traveled out of the reach of our own correspondent," and has retired into the illimitable prospective of the member for verbosity; but the belief in it is as strong, if not stronger, than ever. We have not changed our opinion in the least on the disturbances which are now agitating China—they have been and are the cause of much distress in the country; but that there is any aim in them beyond the mere love of plunder, which seems to be altogether local, the so-called rebels not holding one foot of ground except the place they stand on, we deny, etc.

Panama.

We have dates from the Isthmus as late as the 15th inst. The Panama Herald states that Senor José Gregorio Paz Soldan, the newly appointed Minister from Peru to Bogota, was lately robbed whilst crossing the Isthmus, *en route* for Bogota. The robbery appears to have been preconcerted. The Herald gives the particulars as follows:

On Monday (4th) the Minister's baggage left for Gorgona, and on the following day he and his suite started for Aspinwall, with the intention of taking the British mail steamer to Carthagena. On their arrival at Gorgona, on Tuesday evening, they stopped at the NewYork Hotel. Here the first robbery took place, consisting of the trunks containing the dresses and jewels belonging to the lady of the Minister's brother and Secretary. On the following day the party descended the river to Barbacoas, where some of them stopped at the "Old Joe Prince" hotel, kept by a man named Hunter; here they occupied the only private room in the house, into which their baggage was conveyed; but during the night the robbers effected an entrance, and managed to make off with another portion of the property.

On the same evening, the party who had proceeded on to Aspinwall were also robbed at the hotel where they put up, thus effecting the three robberies in two evenings.

The facts being made known to the police of Aspinwall, Holmes, the keeper of the NewYork Hotel, and four other persons, were arrested. A medal and some peculiar coins found in their possession leave no room to doubt their guilt. They were all lodged in the jail at Gorgona, and the NewYork Hotel closed to the public and put in charge of the police. The total amount stolen is valued at $12,500, including some valuable jewels, and about $4000 in money.

A man named John M. Hugo, a carpenter on the Panama Railroad, who was in prison for the murder of Mr. Stevenson, the superintendent of the road, committed suicide last week.

NEW ORLEANS MARKETS.

CRESCENT OFFICE, MONDAY MORNING, April 25, 1853.

COTTON—On the two large operators entered the market on Saturday, and an unusually heavy business was the result, the sales reaching fully 11,000 bales. Prices show a decline on the lower qualities of about ¼ cent since the receipt of the Arabia's advices, but for the finer qualities they are unchanged:

NEW ORLEANS CLASSIFICATION.

Inferior	4¾@5	Middling Fair	11½@12
Ordinary	7¾@8¾	Fair	—@—
Middling	9¾@10¼	Good Fair	—@—
Good Middling	10¾@11¼	Good and Fine	—@—

COTTON AND TOBACCO STATEMENT.

	Cotton—bales.	Tobacco—hhds.
Stock on hand Sept. 1, 1852	9,881	18,754
Received since	1,546,594	39,879
do yesterday	1,200—1,547,794	1,406—41,285
	1,557,675	59,939
Exported to date	1,487,199	21,079
" Yesterday	14,921—1,502,120	22—21,101
Stock on hand not cleared	57,555	38,838

TOBACCO—The sales on Saturday were less than 100 hhds, including only 11 hhds at 6c, 1 at 7¼, and 27, of which 21 at 8¾, and 15 at 9½@9¾.

SUGAR AND MOLASSES—For Sugar the sales were unchanged, and some 300 hhds changed hands at 3½@4¾c for Good Common to Fully Fair. In Molasses we could hear of only a few retail transactions at 17@24c, the latter rate for choice Refined.

FLOUR—The demand was limited and the sales confined to some 2700 bbls, including 700 City on the Levee at $5 25, 600 St. Louis Superfine, in lots, at $4 19@$4 19¾, 400 Extra at $4 37½, and 250 choice Extra (Albion), from store, at $4 75 ⅌ bbl.

GRAIN—Corn was steady, with sales of 1800 sacks at 47@48c for prime White and Yellow....Of Oats nearly 1100 sacks St. Louis were sold at 30@32c, and 500 bushels Ohio in bulk (some days previous) has not reported at 32c ⅌ bushel....We noticed also 400 sacks Bran taken at 90c ⅌ 100 lbs.

PROVISIONS—The Pork market was very firm, and the lot of 300 bbls unexpected Mess brought $15 50 ⅌ bbl. The transactions in Bacon were confined mostly to small parcels at 7¾c for prime Sides and 8¾c for prime Shoulders....Lard had an improving tendency, with sales of 100 kegs at 9¾, 1500 kegs No. 1 (part on Friday) at 9¾, and 400 to 500 Strictly prime at 10¾c ⅌ ℔.

BAGGING AND ROPE—We noticed sales of 950 pieces and coils Kentucky at 13¼ and 1c, and 300 to 300 bales India Bagging at 11¼c, 9 months, adding interest.

LIME—A cargo of 1700 casks Rockland was sold at $1 70, or a fraction over.

NAVAL STORES—100 barrels Florida Rosin brought $1 50 ⅌ bbl, and 56 bbls Spirits Turpentine 50c ⅌ gallon.

WHISKY—Rectified firmer, and retailing at 18¾@19c ⅌ gallon.

COFFEE—Dull, and 400 bags Ordinary sold at 8¾c. Two more cargoes (together 10,000 bags) just received.

FREIGHTS—A ship taken up for Glasgow at ¾d for Cotton.

EXCHANGES—Good demand at our quotations:

Sterling		108¾@109¾	
Paris, long		5—5¼	c.
New York Sixty-day Bills	1¾@¼	pr. c.	dis.
Sight Checks on New York	par@¼	pr c.	pm.
Boston Sixty-day Bills	1¾@¾	pr c.	dis.
Philadelphia Sixty-day Bills	—@—	pr c.	dis.
Havana Five to Eight Days	—@—	pr c.	dis.

NEW ORLEANS CATTLE MARKET.

JEFFERSON CITY, SUNDAY EVENING, April 24, 1853.

Arrived since Friday, 344 Beeves, 193 Hogs and 248 Sheep. Prices pretty firm:

—PRICES—

Beef Cattle (First to choice Western)	7¾@8	c ⅌ lb	net.
do (Rough, Texas, etc.)	6@7½	c ⅌ lb	net.
Hogs	9@9¾	c ⅌ lb	net
Sheep	3@3½	c ⅌ head	net
Milch Cows	$35 @$45	⅌ head	
Calves and Yearlings	$5 50@$15	⅌ head	

COMMERCIAL SUMMARY.

Domestic Markets.

REVIEW OF THE NEW YORK MARKET FOR THE THREE DAYS ENDING ON THE 19TH INSTANT.

COTTON—There has been a more active demand for the past three days, and prices generally are somewhat firmer. The sales for the last three days are 11,400 bales, making a total for the week of 24,500 bales....COFFEE—The sales are 900 bags Brazil at 9@10c, in small parcels only at the former rate; 600 Laguayra 9¾@10c; 300 Maracaibo 9¾@9¾; 300 mats Java 11¾c, in bond and on arrival; 1000 bags Rio, Damages, 8¾ and 9c; and 100 Cape 8¾c cash....FLOUR—We notice rather more city, and the market generally is firmer. 1000 quintals Dry Cod sold at $4 62½@4 75; a few retailed lots Halifax Mackerel, $14 ⅌ bbl for No. 1, $11 for No. 2, and $8 for No. 3; 50 bbls Alewives, $2 50; on invoice of No. 1 Salmon, $17; and 5 to 400 bbls Pickled Herring, $2 90....FLOUR—The Four days' sales were small, and on Thursday last, and improved there was a fair demand for export and home use, but before and since we have little to note, and as no buying forward appears, we slightly reduce our quotations for some descriptions below those current on Tuesday last; the market closing heavily on our American advices, with free offerings and little inquiry, and the Pennsylvania accounts, and a disposition on the part of buyers to realize. New Orleans is dull at $4 19@4 87½ for good round hoop; 250 bbls Canada sold at $4 37½; in bond, and this and the top quotation for Ohio are for the best brands. Canal freights are easier: Wednesday, 56c to Boston; Thursday, 51½c; and yesterday, 44c. Receipts for the week have been good for Indiana and Ohio, both, and prices are a trifle higher, the market closing heavily....RYE FLOUR—Sales 300 bbls, closing at $3@3 12½ for common to good brands Alexandria, Baltimore and Pennsylvania....CORN MEAL—Sales 500 bbls, Brandywine, and 45 2-3@4 25 for heavy brands....FRUIT—We notice sales of 1000 boxes bunch Raisins at $4 75; 600 half do. at $3½; and 500 do. (Seed) at $3 ⅌ box; 1000 boxes Lemons, $4@5 ⅌ box; 500 do. Valencia, on private terms; 1000 drums Turkey Figs from second hands, 9@9½c; 1000 boxes Smyrna Figs, Mission Fig Notes, 8c; and 1000 do. Virginia, $1 60@$1 75....Dry Imported Apples, 3c; 25 to 30 barrels Herkimer County Pippins, $3 75; 1000 bushels Kentucky Sweetings, $1 62½; and 4000 Western Fine Apples, 12½c cash. By auction, of Dates, Tamarinds, Jujubes, Orange and at $1 68@2; 100 do., $2 12½; and 500 do. Lemons, $2 37½@2 62½ cash....GRAIN—Corn is more and in good demand, and we hear of some sales at 50c ⅌ bushel, for Southern Yellow, and 52@53c for Western Mixed, and 55c for Southern mixed, 62@64 for do. White; and 66@68c for Yellow....WHISKY—The market continues quiet; buyers offer 22½c for prime, but holders ask more.

PHILADELPHIA, April 16....FLOUR—There has been more inquiry for Flour for shipment, and 1500 bbls were disposed of at $4 ⅌ bbl for superfine....GRAIN—There is a good demand for Wheat, and 10,000 bushels prime Pennsylvania White sold at $1 21 ⅌ bushel, all on, including 600 bushels in store at $1 23, and 500 bushels Red at $1 12....Rye is scarce and firm....Corn is a good deal in use, and 20,000 bushels Yellow sold at 60c....In Oats no further transactions have been reported....Within 24 hours Canal freight has gone down, and 600 bbls sold at 35½, and bbls at 37½@40c.

California Markets.

SAN FRANCISCO, April 1.—Demand for the interior light; confined to necessities. Importers and jobbers generally disinclined to make other than cash sales. Importations from Atlantic States not so heavy as during the previous fortnight—those from Europe much larger. Stocks of nearly every description of merchandise increasing, with a prospect of heavy accessions until the 15th of July. In consequence there will be less inducement for speculation—some to stage a panic will be tried—but there will have a margin for profits. Shipments of Breadstuffs and general merchandise to Australia have been made to a considerable extent. A ship is now loading for the Oregon trade. Sales from the store are slow, but highly satisfactory and encouraging....BAGS—Loose gunnies as 90@ 100c....BEEF—Steadily declining....BEES—Ready sale at bolder prices....BITTERS AND SODAS—Heavy importations; less regular. Madeira and sherry qualities sell better....CANDLES—Receipts small, and retail demand good....COFFEE—Receipts light. Stock diminished 1-3, urge consumptive prices advanced; further advance expected. Rio at table....DRUGS—Market glutted; quotations are nominal....DRY GOODS—Selling rapidly, and prices hardening. Prices subject to the report influence of....FLOUR—Market heavy; a decline; rolled at the close....FURNITURE—Dull; well, two arrivals sold at $60@75 ⅌ set....GRAIN—Barley—Lots of 1000 bushels have been sold at $1 ⅌ bushel, duty paid. Corn—....LIQUOR AND WINES—Dull....PROVISIONS—Prices lower for nearly every description; decline caused by desire to buy mainly....Rice—Rice—A vessel, which is partially unloaded. Cloudy cast of the market....SUGAR—Large sales of Refined; slight advance.

PORT OF NEW ORLEANS.

OFFICE OF THE DAILY CRESCENT, Monday Morning, April 25, 1853.

CLEARED SATURDAY.

Ship Colonia, Meloh, for Boston, R W Peck
Brig Ann, Hooper, for Boston, C J Mosher &co
Ship Harbor, Merrill, for Liverpool, I. H Gale
Brit ship Helvetia, Bentley, Shell, for Liverpool, P Maxwell &co
Brit ship Gotconda, Kerr, for Liverpool, J Harrison &co
Ship Geo Turner, Metcalfe, for Havre, J H Ashbridge &co
Ship J H Geddes, Gold, for Havre, J H Ashbridge &co
Bark Paul Boggs, Diner, for Riga, C J Mosher &co
Bark Saxony, Howes, for Boston, G W Hyman
Bark Delphine, Mills, for New York, Wm Corey
Bark Sarasota, Cole, for Savannah, S L & R L Levy
Bark Indiana, Watts, for New York, Rosalick &co
Brig Queen, Emory, for Baltimore, B M Harrison &co
Schr H A Stephenson, Post, for New York, G C Bogert &co
Schr Acacia, Harmon, for Apalachicola, D McNair
Schr Powhatan, Otto, for Pensacola, J Hurley &co
Schr Uncle Bill, Sawyer, for Corpus Christi, Master

ARRIVED.

Steamship Falcon, Gray, from Aspinwall 19th inst., to J R Jennings—1d district.
Steamship United States, Berry, from Aspinwall 18th inst. to Fenwick, Rea &co—1d district.
Steamship Perseverance, Forbes, from Indianola and Galveston, 21st inst., to Harris & Morgan—1st district.
Ship International,