

The True Dues of yesterday, in its remarks under the above head, says:

Our comments on the communication of Mr. Dunn, which appeared in our advertising columns yesterday morning, in relation to the demand for five per cent. commission set up by the Assistant Attorney of the city, on all claims for railroad forced loan or tax on any bills, have not, it would appear from the number of letters pouring in upon us, relieved the public anxiety.

Neither have the comments of our neighbor, above referred to, relieved our anxiety, and we would like to have something more than a bare assertion to convince us that the action of the Assistant Attorney is illegal.

In the "comments" alluded to by our neighbor, he takes the ground that the five per cent. exacted by the Attorney is not justified by law, but he fails to give us the reasons why. In his "comments" he holds the following language:

The impression on our mind is, that the charge of five per cent. cannot be demanded from any other tax-payers than those who are in default to the city treasury for the support of the City Government. The forced loan or tax for railroads is in no manner or shape to be regarded as a municipal obligation.

The argument would be unanswerable if justified by the plain terms of the law. The statute under which the Assistant Attorney proceeds is the act amendatory of the Consolidation Act, approved April 16, 1883, by which it is declared that "all city taxes, except lease dues, shall be payable," etc.; and "the Treasurer shall, on the first Monday in May of each year, hand over to the Assistant Attorney all unpaid bills for taxes," etc., to which shall be added a commission of five per cent. as a compensation for his services.

The main questions that occur to us are: Shall the railroad tax be considered a city tax, so as to allow the Attorney his commission upon the amounts due thereon? If it is a city tax (and it is a tax due by the citizens of the city) is there no longer any doubt about it? If it is not a city tax, how is the Assistant Attorney to be compensated for his services in collecting it? Or has he the right to collect it at all? If the Treasurer is not right to place the bills in the hands of the Attorney, and if not, by what means are the bills to be collected from those who refused to pay?

These are all questions which we presume may easily be answered by those "learned in the law," and we would like to be informed. Will our neighbor enlighten us by giving a solution?

THE ASSISTANT BOARD AND THE STREET COMMISSIONER.—The Assistant Board of Aldermen convene this evening for the purpose of receiving the report of the Judiciary Committee, charged with the delicate duty of preparing charges of impeachment against Street Commissioner John W. ... Little curious to see what charges the Committee can or will prefer against the Street Commissioner to whom the Board, as a body, is not amenable. Even the grave offence of "abusing members of the Council" can not be reckoned in this category, really, as expressed in speeches made at Philadelphia, and the probable main cause of the President's journey North. It will repay a perusal and careful thought.

THE WESTERN AND SOUTHERN RAILROAD.—The Baltimore Sun learns that the Post-office Department has given orders to send the mails from St. Louis to the East, by way of Chicago, instead of the river route. As a result of this, says the Sun, Baltimore is full two days nearer in point of communication than formerly. The Sun hopes that the Department may next turn its attention to the great Southern mail, as its repeated failures, says that paper, have become quite annoying to the business community of Baltimore and other important points along the line.

We are at a loss to suggest at present, a more expeditious route than the one now used. It is only necessary for Mail Agents and contractors to perform their duty to secure an early transit. Perhaps the Sun can suggest a better route—if so, name it.

THE UNITED STATES, MEXICO, AND THEIR "OLIO".—According to a Washington correspondent of the New York Courier Santa Anna is aware of the benefits which his country may receive from the continuance of friendly relations with the United States. It is his policy to encourage the Americans of the North to complete the communication between the North and the Mexican territory. That will pour a stream of wealth into Mexico more abundant and fertilizing than she has ever derived from her mines. By prompt and energetic action the despot of Mexico may make the commerce of the world tributary to the prosperity of his country.

We are indebted to Mr. J. D. B. DeBow, Chief of the Census Bureau at Washington, for a beautifully engraved likeness of Bienville, Governor of Louisiana, under the French Government, engraved from a portrait in the possession of Mr. DeBow, copied from the original in the family of Baron Grant, of Tongell, Canada.

We learn from the Clerk of the steamer Texas Ranger, which arrived yesterday, that a Democratic Convention for the Fourth Congressional District assembled at Alexandria on the 18th inst., and on the eleventh ballot Judge Rowland Jones was unanimously nominated as the Democratic candidate for Congress from that District.

The new light draught passenger packet steamer, Liaah Tuna, Haygood master, having been unavailably detained, on account of the weather, will positively leave, from the foot of Poydras street, for St. Louis, Cairo, Memphis, etc., this day at 9 a. m.

DANIEL T. WOODWARD.—A petition is in circulation in Washington, to be presented to the President of the United States, asking that Woodward, who is under sentence of death for the murder of his wife, may either be banished beyond the United States and territories, or confined in the penitentiary for life.

TELEGRAPH TO THE CRESCENT.

By the Southern Mail.

Eastern Mail.

MOBILE, July 21.

The Eastern Mail has arrived, bringing dates from New York of the 19th inst., as late as due.

THE CRYSTAL PALACE OPENING.—Our correspondence in another column give full and graphic details of the President's reception at New York. The following brief sketch of the opening ceremonies at the Palace, we clip from telegraphic dispatches in the Baltimore papers:

At two o'clock the cortege reached the Crystal Palace, and the President and Cabinet were conducted to a platform on the north side, where were also assembled Generals Scott and

Wright, Governor Hunt and other distinguished personages from home and abroad. On the platform on the east were the officers of the army and navy, British officers, Mayor of different cities, Foreign Consuls, Mayor and Council of New York, and various public functionaries.

The opening prayer was delivered by the Right Rev. Bishop Wright, followed by an address from the New York Harp band, and accompanied by the National Guard's Band.

The President was then welcomed by Theodore Sedgwick, in a neat address, to which he replied in a very short address, pleading his inability to speak at length. He seemed very much fatigued. The ceremonies were then closed with Handel's celebrated Hallelujah Chorus, from the "Messiah," which, sung by an immense chorus, produced a magnificent musical effect.

While the guests were occupied with viewing the Exhibition, a grand concert was given by Dodworth's, and the National Guard's Band.

The Palace was not overcrowded, as some invited guests, and those holding season tickets were admitted.

The City Banquet in honor of the President will take place to-morrow night, and will prove a magnificent affair.

It is the President's intention to return to Washington on Saturday next.

HAVANA LOTTERY.—The following principal prizes were drawn in the Havana Lottery on the 19th inst.:

1st, \$35,500; 2nd, \$20,000; 3rd, \$10,000; 4th, \$5,000; 5th, \$2,500; 6th, \$1,250; 7th, \$625; 8th, \$312.50; 9th, \$156.25; 10th, \$78.125; 11th, \$39.0625; 12th, \$19.53125; 13th, \$9.765625; 14th, \$4.8828125; 15th, \$2.44140625; 16th, \$1.220703125; 17th, \$0.6103515625; 18th, \$0.30517578125; 19th, \$0.152587890625; 20th, \$0.0762939453125.

FOR KEY WEST, via Pensacola, Apalachicola, St. Marks, Tampa and Cedar Keys.—The U. S. Mail steamer James L. Day, J. P. Smith, commander, leaves for the above ports to-morrow, the 23d instant, at 6 o'clock, a. m. Agents, Green, Harding & Co., 69 Poydras street.

We return thanks to the Clerks of the St. Nicholas for the latest St. Louis papers.

By the way, the St. Nicholas is a fine new boat, with every accommodation for passengers, and persons going North via St. Louis and Chicago, we recommend her and her attentive officers.

AN OBSERVING LADY.—A lady friend of ours has made the important discovery that there are two distinct species of mosquitoes in New Orleans—the night and day mosquito. The former, she says, are small, black, delicately formed, and avoid the light of the sun. The latter, on the contrary, are huge fellows, with striped bodies and spotted legs, who roam about like a pack of hungry wolves in day time only, seeking whom they may devour. It is a fortunate circumstance she conceives, that we have the huge species to contend with in day time, instead of night, for she very believes that they could do their long bills through the interstices of a bar and mummy a sleeper lying even in the middle of the couch. These day mosquitoes will bear watching.

RIVER ITEMS.—The St. Louis Republic of the 19th inst. says:

The river opposite the city has commenced falling rapidly. During night before last and yesterday it fell ten inches. The St. Vernon, the last boat from Knoxville, reports the water on the river at that point. The Illinois river continues to recede slowly. The last boat down found but three feet on Spring Creek and Henderson bars. The Missouri is again falling. There is now a fair prospect of extreme low water in the river.

We learn from the same paper that the day previous the Harry Hill was sold and brought \$4925. The terms were one-fourth cash, one-fourth at six months, one-fourth at nine months, and the remaining fourth at twelve months. Mr. Rely was the purchaser.

The George Collier, from this city, arrived on the 14th with over 150 cabin passengers, the majority of whom are Southerners, bound for the Eastern cities by way of Chicago.

The Garden City left the same evening with over one hundred passengers for LaSalle, some sixty of whom were passengers on the Collier, and were on their way East via Chicago.

The steamers Delaware and Dresden were at the landing on the 14th, loading for this city. They will be the next arrivals.

MONIE IRON.—The first Mobile built ship, the William R. Hall, Captain Smith, cleared on Tuesday for Liverpool, with 2500 bales of cotton.

The Fall rains over the Bascombe Course are to commence on the 14th of December next. Among other races, the great attraction will be the four mile race for the Jockey Club Purse of \$2000.

The Tribune learns that Walker Breen, son of Dr. Lee Breen, of Mobile, has received the appointment of Secretary of Legation at Brussels, under Col. Sibley, of Montgomery, who goes out on Chicago.

THE YICKSBURG AND SHREVEPORT RAILROAD.—The Bastrop North Louisiana, of the 19th inst., says that \$10,000 have been subscribed by citizens in that town to the Yicksburg, Shreveport, and Texas railroad, making nearly \$40,000 subscribed to the road in all the parish of Morehouse.

Mr. Coleman, President of the road is visiting every parish on its line of route, for the purpose of securing subscribers. He obtained the above amount in Morehouse by his personal exertions.

The Quachita paper says that it is almost reduced to a certainty that every parish along the line of the New Orleans and Texas road will contribute \$100,000 to \$200,000 to aid in its construction.

POSTAGE ENVELOPES.—The New York Journal of Commerce says:

The Postmaster General has authorized Mr. Nesbit, the contractor, to have the lead on his envelopes without any device for the present, leaving the right secured in the contract, of having them ornamented at any time hereafter that he may deem it expedient. The Department has also authorized the contractor to manufacture a quantity of envelopes of a larger size than those hitherto used, together with a quantity a size smaller.

SAYS CASSELL.—The St. Louis Republican says that Mrs. Barton, wife of Wash Barton, formerly of that city, came to her death in a most tragical manner at Quincy, Ill., on Saturday, the 9th inst. She fell upon a pair of scissors which were in her pocket at the time, and was so much injured by being driven into her side, that she only survived until the 11th, Monday. A deep feeling of sympathy for the unfortunate lady and her afflicted friends, was manifested by the whole community. Mr. Barton lies in California.

DANIEL T. WOODWARD.—A petition is in circulation in Washington, to be presented to the President of the United States, asking that Woodward, who is under sentence of death for the murder of his wife, may either be banished beyond the United States and territories, or confined in the penitentiary for life.

Matters and Things in Philadelphia.

Correspondence of the Crescent.

PHILADELPHIA, July 14.

The speeches which were made here at the banquet on Tuesday night to President Pierce, by Messrs. Davis and Guthrie, of the Cabinet, are looked upon as quite important in the development of the policy of the Administration in relation to the great question of the day—the construction of the Pacific Railroad. Mr. Davis spoke emphatically in favor of the road as a State necessity, and that as such he, though a strict constructionist, thought the Constitution empowered the Government with ample power to construct it. He viewed it as the only means by which the United States would officially protect her Pacific possessions in case of a war. Secretary Guthrie, who followed, made the same matter the theme of his remarks, and referred plainly and broadly to the United States Treasury as the place from whence the funds were to be drawn to consummate this gigantic work. He thought it not wise to permit the accumulation of superfluous treasure in the Government coffers, and expressed the opinion that any excess of the federal finances might be most judiciously and properly applied to the construction of a railroad to the Pacific. These remarks, made in the presence of the President and by his constitutional advisers, are thought to have more significance than the usual platitudes of dinner-table oratory, and are very generally accepted as a semi-official announcement of the views and feelings of the Administration on this important subject. If such be the case, President Pierce will render himself and his Administration immensely popular, the scheme of a railroad from the Mississippi to the Pacific being a project that will enlist all classes in its favor as a bold and adventurous undertaking, perfectly in keeping with the American character.

PHILADELPHIA, from being one of the most notorious and disorderly cities in the world, has become, under her new police regulations, one of the most quiet and orderly. The late reception of the President, though it called out thousands of soldiers, and a vast concourse of people, which the procession passed, did not give occasion to a single disorderly act, or to a solitary arrest.

During the President's stay here a large deputation of the Custom-house officers waited upon the Secretary of the Treasury for the purpose of paying their respects. He caused it to be intimated to them that, while he was glad to call all his fellow-citizens, the sort of gratification of such proposals was exceedingly distasteful, and not to be countenanced. The disappointed officials had, therefore, to retire without being permitted to kiss the hand which dispensed the law, and to whom, wherever they are to be met for the next four years.

The project of connecting New Orleans and Mobile by railroad by means of an arrangement between the Mobile and Pontchartrain Railroad Company and the Alabama Railroad, is being pushed as all the Northern cities are likely to remove one of the obstacles to speedy and regular communication between this section and the metropolis of the South. The frequent and lengthy delay in the mails, during the winter season, especially in the winter season, is the cause of great inconvenience as well as positive loss to the commercial community. With the gap between Mobile and New Orleans, between Mobile and New York, and between New Orleans and Charleston filled up by railroad communications, the mail might meet the requirements of the times by being transmitted from New York to New Orleans in four days.

Gen. M. E. Lee, of the same section in this quarter, and hundreds of pleasure-seekers from all sections of the country, including many from New Orleans and the South are crowding the city, and the hotels are full. The season is decidedly better than in former years. The city is full of pleasure-seekers, and the hotels are full. The season is decidedly better than in former years. The city is full of pleasure-seekers, and the hotels are full.

It has been discovered that where a lot of boarders are fed for some time on saucy eggs, they are liable to contract a fatal disease, as all the Northern cities are likely to remove one of the obstacles to speedy and regular communication between this section and the metropolis of the South. The frequent and lengthy delay in the mails, during the winter season, especially in the winter season, is the cause of great inconvenience as well as positive loss to the commercial community. With the gap between Mobile and New Orleans, between Mobile and New York, and between New Orleans and Charleston filled up by railroad communications, the mail might meet the requirements of the times by being transmitted from New York to New Orleans in four days.

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