To Alpha.—What people address to us, for publication, we will never point blank against any man, high or low, we will never point blank, while he who sends us a cowardly anonymous letter, unless it pays to be a respectable one; nor, after all, will we give them, when we know them to be scoundrels.

We am not impetuous and indiscriminate enough to infer a man's whole character from an act which may have been a hasty one. But communications to the public should be well-considered. They should be doubly so, when they involve personal imputations of a serious nature. Our correspondent is at once cautious and rash: rash in the accusations he makes, while cautious to conceal himself. He assumes to be the friend; if he were so, why lurk? Without having enquired into facts easily ascertained, he makes a shameful imputation upon one whose character and experience should have shielded him from all suspicion of a vile and foolish freak; or, at any event, have procured for him the easy and necessary justice of some enquiry into circumstances. Had Alpha cared to be either friendly or just, he would have made such enquiry. If he will make it now, he will find himself totally wrong in the substantive fact as to a deceased person, which he as recklessly as wrongfully alleges.

REPUBLICS AND RELIGION.

We do not see with what right or even decency that fiery and fierce radical and ex-priest, whom they call Father Gavazzi, styles himself priest, monk, catholic, or, indeed, anything but a red-hot Jacobin, both of politics and religion. It is difficult to imagine in what can consist the Catholicism of one who fulminates with more than Protestant fury all that was ever imputed to Catholicism by its most bigoted or unscrupulous enemies and even all that was ever alleged by the common enemies of all religion. To us, Gavazzi's anti-papacy smells not of the piety and candor of the great protestant controversialists, but of the temper and the truth of Voltaire and Diderot and Tom Paine; men that were really no better friends to Luther or Knox than to St. Peter. And we fear that Protestants will find that such enemies of Popery as this revolutionist really promote no cause but that of Infidelity.

That he is a false Catholic is perfectly apparent. That he retains the pretence only that he may be able only the better to damage the creed he professes is equally plain. Such men deserve none of the confidence of the good; and the wise will always beware of such as dangerous because dishonest instruments. Besides all this, there is yet another fact which should admonish all prudent friends of sincere religion against him: his Christianity is furiously mixed with Red Republicanism; and where those two mingle in a man, every body knows that only one of them will, ever, in trial, prove itself to have been true.

Let Gavazzi, however, be ever so good a theologian, he is certainly a poor politician and historian. We ourselves are but indifferent adepts in Divinity, and will not presume to say that he is an unskillful, though we can see that he is an uncandid theologian. But History is as much the key to all real politics as the Bible is to all real Theology; and it has, we suspect, been a good deal more the business of our lives to study History than of his to read the Bible. Of History, he certainly knows nothing: for no man who does would venture the following assertions: which are his:

> The Republic of America was prosperous, because she was Protestant; but in Europe, republics had failed to prosper because they had too much Catholic influence. Their influence was poison to republics; it was like prussic acid to the human system—the most deadly of all poisons—it was death to a republic. Such was the case with Mexico, and in many of the small republics of South America. So it was in France, in Spain, and in his own beloved Italy.
>
> We were destined to become the first people in the world if we kept out the papal influence; but if the Pope could rule here, happy, proud America would fall like Italy, step by step, until she would be despised by the whole of the world.

Now, if our Republic be prosperous only because Protestant, will Gavazzi please to explain to us how any of the many ancient republics came to be prosperous, without being Protestant? Was Athens or any other of the near 300 Greek republics, never prosperous? Was Carthage never prosperous? Was Rome never prosperous?

Or, coming down to Christian times, was Venice never prosperous? nor Genoa? nor Florence? nor any other of the Italian republics of the Middle Ages?

Then what of the Hanseatic cities? Were they not more prosperous, while yet Catholic, than now when they are nearly all Protestant?

But again: was Switzerland Protestant, when she set herself free? Was Tell Protestant? Who won that famous fight which (Lord Byron says) stands Freedom's twin with Marathon? Are none of the Swiss States yet Catholic? Or, except among the Switzers, what republic exists in Europe, save a Catholic one—that of San Marino? Yet where are the seven United Provinces? Did they cease to be Protestant, when they ceased to be Republics?

So much for Gavazzi's first assertion, when compared with fact. We proceed to his second: "that Republics had failed to prosper in Europe, because they had too much Catholic influence."

Was it "Catholic influence" that subverted the 250 Greek republics of the olden time? or Carthage or Rome or the Hebrew commonwealth? The English commonwealth failed: was it through Catholic influence? 'Tis usually supposed to have been that of one Oliver Cromwell. Was it "Catholic influence" that made the French republic fail? or was it the godlessness of the crew who set up that cut-throat commonwealth? As to the Spanish American republics, Signor Gavazzi should learn that it is not Protestantism, it is not Catholicism that can support republics, without sense or public virtue, in the body of the people. And that, he may, if he will stay some twenty years, have an opportunity of seeing in this Protestant republic, if it goes on as it *has* been doing and listens to nothing but demagogues. It is *they* who have ever destroyed that sort of Government: *they* are its rats-bane—not this or that religion. No Christian land was ever hurt by its religion; or was overthrown but from the corruption and extinction of that sacred guard of society.

Finally—writing as one who will defend all Christian sects against him, like Gavazzi—we tell this brawling ex-monk, this bigot infidel, that when he styles himself a Catholic, that 'tis precious little *he* knows about Republicanism. It is a practical thing. Men arrive at it, not by reading nor writing nor speculating nor dreaming nor babbling nor bawling about it, but by practising it, in all the social virtues and wisdom which it demands. Where did he learn it? In the midst of oppression and degeneracy, he fancies. It is learnt in no such school. If it could be, there would be no scholars: for slaves study license, not the rules of a true liberty. The dominion of tyrants is no preparation for freedom. Either it makes men abject or ferocious or both. No: as well expect to attain politeness by growing up within the Five-Points, or morals by being bred in a penitentiary. You must go away, to learn; and, even then, you must sit down and study hard in a first-rate practical academy, in order to become at all proficient. For, be assured, sweet Signor, that it is a very difficult branch of science. We, in this country, have been at it, by book, by lecture, and by constant experiments, ever since we were born: and yet there's more than enough of us who (saving your reverence!) are almost as ignorant of it as you.

RAILROAD TO THE PACIFIC.

There are no less than three railroads now in course of construction, running Westward, and each claiming to be the Great Pacific Railroad. One starts from St. Louis, crossing the Rocky Mountains, and a portion of it is now in the full tide of a successful beginning. From the enterprise which is at the foundation of this road, and the vast interests which will be effected by its failure or success, the greatest efforts will be made to bring it to an early completion. With a vast capital at command much will be done, but it may well be doubted, that laboring under the disadvantages of running through a mountainous country, and a region of lasting snows it can be ever made available for all the required purposes.

Other routes have greatly the advantage over it in point of facility of construction and of a climate free from the obstructions of frosts and snows. We refer to the Opelousas project and to the route running from Vicksburg, through Shreveport and into Texas. Over a greater portion of this route the grades will be light, and the cutting and filling equally so. Under the management of strong capitalists the work progresses rapidly. When finished, this road will be an important feeder to the great commercial interests of New Orleans.

Nearer home we have the pet project of a persevering few who have the interests of our city at heart—the Opelousas and Great Western Railroad. Started with small means and against the opposition of powerful interests in other quarters, it has progressed slowly but steadily, and now begins to present the aspect of a veritable and feasible enterprise. The grading has already been done on something like fifty miles of the line, and the rails have been laid over seventeen miles. Cars are upon this portion of the track and are running daily. By the beginning of next season the sugar crop of the Opelousas district will be conveyed by it to our port, and thence the work will be steadily onward, connecting with auxiliary branches in Texas, that will make up a continuous line to El Paso. Over all this route there will be light grades, and timber enough is found along the line for all purposes. The wild lands through which it will pass are sufficient for a people in numbers equal to those inhabiting several of our most populous States. The people of Texas are fully awakened to the importance of this road. On every hand projects are on foot for constructing lateral and auxiliary lines, and by the time the Opelousas enterprise is well completed, there will be others meeting it from the westward that will complete the connection across the entire breadth of the Texan territory.

There can be no question that the true route to the Pacific is through Texas and El Paso to San Diego, and that the Opelousas Railroad is the beginning of this mighty enterprise. Both climate, soil, and the topographical formation of the country point to the route of this road as the favored channel of communication between the Eastern and Western coasts of the United States. While more Northern routes are subject to obstructions from snows and ice, this passes through a temperate region where frost is never known. While there, mountains are to be scaled and deserts crossed, here only slight elevations are met with, and a country is traversed inferior in fertility to none in the world. Added to these advantages the Southern road is already half completed. From the Eastern seaboard to Mobile, the connection is all but perfected, and but a short time is wanting to make it entire. With these advantages in favor of the Southern route, nothing but the most inexcusable inactivity can prevent New Orleans from reaping all the vast advantages arising from direct communication with the Pacific coast.

It is for the Southern people to say whether the benefits offered by this route and now within their grasp, shall be taken advantage of. Texas is moving gallantly in the matter. Let New Orleans do her part and her triumph will be completed!

FALLEN GREATNESS.—We know few instances of the vicissitudes of Fate more pitiable than the fact that Napoleon the Great—that "man of destiny," as he was called—who was so long the terror of the Eastern and the wonder of the Western Hemisphere, has fallen into the inkhorn of a certain "Abbot of unreason," who is doing him, by the month, into the sublime and beautiful, in one of the popular Magazines of the day. Alas! for the "Man of Destiny." This was its cruelest stroke!

REPUBLICAN VICE.—That disbanded parson, Master Headley—not content with all those efforts of enormous rhodomontade, by which he almost made Napoleon seem a boaster and George Washington a humbug—is actually preparing, we perceive, to persecute yet again the memory of the Father of his Country, in a biography for another Magazine! Now it was bad enough that our hero should be slandered by Callender, while he lived: but to be rumfustianized by Headley, when he is dead, is still worse; and if the country suffers it, 'twill be the most shocking instance of the Ingratitude of Republics that ever was seen!

☞ See Third Page.

LAW FIRM.—We call attention to the card of Messrs. Roberts & Breaux, who have associated themselves in the practice of the law in this city.

LONGWORTH'S CINCINNATI WINE.—As "the proof of the pudding is in the eating," all those who have comestibles to sell certainly do well to send us, with their advertisements, specimens, that we may not praise ignorantly. And the same being, of course, true of drinkables, all will do well to deposit at our office, along with their notices, a sample—as Mr. Coeler has done, whose advertisement of Catawba vintage will be found in our columns.

We have duly submitted the liquid to a jury of tasters, whom we have empanneled and sworn to sit, while they can preserve that posture upon the like; and they have brought in their verdict of honor and praise to Mr. Longworth; who first of all Americans made wines that are worth the drinking!

ST. CHARLES THEATRE.—"Ingomar" was played last evening at the St. Charles theatre with Miss Logan in the part of *Parthenia*, and with a cast otherwise essentially the same as before.

We anticipated much gratification in witnessing Miss Logan's personation of *Parthenia*, and were by no means disappointed. Her rendering was not marked by any notable difference from any other rendering which we have witnessed, but it was marked by an even and sustained style that greatly enhanced the interest of the piece. The character is a favorite one with two of our best and most popular actresses, Miss Logan and Miss Dean; and they have both appeared in it before New Orleans audiences. We do not propose to institute a comparison between them or their style of playing this particular part, and yet we could not but observe the different points upon which they most relied. Miss Logan, if she did not exert herself especially in any one scene, produced more effect in those which were most highly tinged with the heroic passions—as where she receives to go in search of her father; where she first encounters *Ingomar*, and where she stands bravely at his side in difficulty. Miss Dean excels in those scenes which are more penetrated with tenderness; as where she meets her father, where she twines the garland for *Ingomar* and where she professes her love for him. The one elicits most applause where affection is shown, and confidence and womanly trial—the other where self-reliance, spirit, courage and lofty purpose exhibit themselves.

Miss Logan's enunciation was not so correct last evening as it usually is. She several times laid upon the adjective or qualifying phrase that stress and emphasis which belonged elsewhere. We should not allude to the fault at all, except that it is one to which she is less liable than almost any actor or actress we know of. It may not, perhaps, be beyond the scope of our privilege to remark that she looked more beautifully in the character of *Parthenia* than any other in which we have seen her.

Mr. Jamison played *Ingomar* in the same manner as before and was much applauded. Mark Smith's rendering of *Myron* and Mr. Potter's delineation of *Polydor* were fully up to the average ability with which those characters are played.

The attendance, although large, was not so large as we expected. A continuance of the weather in which we are rejoicing will soon remedy that, however, and fill up the St. Charles as it is wont to be filled.

LATEST TELEGRAPHIC NEWS

TO THE NEW ORLEANS DAILY CRESCENT.

By the Southern Rim.

FOUR DAYS LATER FROM EUROPE.

ARRIVAL OF THE ATLANTIC.

Cotton Market Heavy—Flour Improving.

NEW YORK, Nov. 29, 8:52 A. M.—The Collins steamer Atlantic has arrived here, bringing dates from Liverpool to the 16th inst., four days later than the accounts brought by the Canada.

LIVERPOOL MARKETS.

LIVERPOOL, Nov. 16.—There has been only a moderate demand in the Cotton market since the departure of the Canada, and the sales of the three business days reach barely 15,000 bales, including 2,000 for speculation, and 1,000 for export. Prices have been rather more in favor of buyers, but without any actual change in the quotations, which close as follows: Fair Orleans 6¾d., Middling Orleans 6d., Fair Upland 6¼d., and Middling Upland 5¾d. per lb.

There has been a good demand for Flour, and prices have advanced 6d. per bbl. Western canal is quoted at 27s., and Ohio at 38s. per bbl.

Corn has been in moderate request at 45s. per quarter.

Provisions are without any material change, the demand from the trade being moderate. Lard has been in fair request at steady prices.

MONEY AND TRADE.

The money market at London continues stringent, but Consols have improved to 94⅞.

Trade in the manufacturing districts has been dull, and prices have slightly declined.

Further by the Canada.

DECLARATION FROM RUSSIA.

NEW YORK, Nov. 27.—A private letter has been received here by the Canada dated London, 11th November, which states that Count Nesselrode had officially informed the British Government that the Emperor of Russia had determined "to fight it out with Turkey."

BANK ROBBERS ARRESTED—MONEY RECOVERED.

NEW YORK, Nov. 27.—Chauncey Johnson, a noted thief, was arrested yesterday, charged with robbing the Bank of the State of New York. Upon searching his room $33,000 were found and recognized as a part of the $57,000 recently stolen from that bank. The persons arrested at Toledo are doubtless his accomplices.

ALABAMA SENATORS.

MONTGOMERY, ALA., Nov. 28.—The election for United States Senators took place to-day in the Legislature of this State in session here. C. C. Clay, Jr., was chosen for the long term, and Benjamin Fitzpatrick for the short term.

SOUTH CAROLINA LEGISLATURE — GOVERNOR'S MESSAGE.

CHARLESTON, Nov. 29.—The Legislature of this State assembled at Columbia on Monday morning, and the Governor sent in his message to-day. The following are the more important items of the message:

The funded debt of the State on the 1st of October was one million eight hundred and seventy thousand nine hundred and eighty dollars. The assets were five millions one hundred and seventy-five thousand five hundred and forty dollars.

The Governor recommends a subscription of seven hundred and fifty thousand dollars towards the construction of the Blue Ridge Railroad. He also recommends the establishment of a Board of Education, and that Commissioners be appointed for Public Institutions.

Relative to the question of boundary between South Carolina and Georgia, the Governor recommends that it be submitted to the Supreme Court of the United States. He informs the Legislature that the cases of Manuel Pereira and Reuben Roberts, colored seamen, have been settled, and adds that the conduct of the British Government in the later stages of the proceedings was so entirely proper and respectful as to claim a conciliatory spirit in the Legislature on that subject. He invites attention to the French Consular Convention with reference to the French holding real estate in South Carolina. The Governor concludes his message by stating that it is well known that the Legislature supports the distinguished head of the nation as a fair exponent of South Carolina principles, disregarding all local disputes and contentions for the emoluments and spoils of office.

NEW YORK MARKETS.

NEW YORK, Nov. 28.—There is only a limited demand for cotton, and the sales do not exceed 1200 bales. Sales of Flour at $7 to $7 06¼c per bbl for Ohio. Corn is firmer. Rio coffee is held at higher prices, but there have been sales to-day at 10¼c per lb. Pork and lard are unchanged.

Further by the Atlantic.

INTERESTING GENERAL NEWS—THE EASTERN WAR.

NEW YORK, Nov 29—6:30 A. M.—The Atlantic brings no definite intelligence with regard to the later condition of affairs between the two armies on the Danube. It was reported, however, that a decisive battle had been fought near Bucharest, but it was not yet known which army was victorious.

BATTLE OF OLTENITZA.—The particulars of the battle at Oltenitza prove it to have been a brilliant Turkish victory. The Russian loss was 1200 in killed and wounded.

One hundred thousand men of the Turkish army have now crossed the Danube. The Polish troops of the Russian service are generally disaffected, and they allowed the Turks to cross the river without giving any alarm, or offering any opposition. On the contrary it is said that they favored the movement.

NESSELRODE'S CIRCULAR.—Very strong remarks have been elicited from the British and French press by Count Nesselrode's circular.

STATE OF THE TURKS.—The Ottoman Porte steadily refuses to have any thing to do with any amendment of the note of the Four Powers, and insists upon a perfectly new treaty.

KLAPKA.—Count Klapka, the celebrated Hungarian General, has received a command in the Turkish service.

CIRCASSIA.—The Circassians continue successful against the Russians.

VIEWS OF THE EUROPEAN POWERS.—Louis Napoleon expresses himself strongly in favor of active operations in aid of the Turks. The British Government is evidently vacillating. Prussia reserves to herself the liberty to act according to circumstances. Austria remains neutral.

LATER ACCOUNTS.

The latest accounts from Vienna state that on the 8th inst. the Russian commander moved upon Oltenitza with a force of 24,000 men, mostly infantry. On the 11th he met the Turkish army when a pitched battle took place. The Russians were compelled to retreat on Bucharest, having lost in four attacks upon Oltenitza no less than three thousand men.

On the 9th inst. the Turks were driven from the island in the Danube opposite Giuneragero, but reinforcements soon after came up, when they recaptured the island and have since kept it.

THE CZAR AND THE ENGLISH.—The Czar has summarily discharged all the English operatives that were employed in the Russian Navy Yards.

CHINA—CAPTURE OF SHANGHAI.

Private advices from Canton state that that city yet remained undisturbed.

A party of Insurgents, not connected with the regular army, had taken possession of the city of Shanghai, and plundered the Treasury.

CALIFORNIA STEAMERS.

NEW YORK, 29.—The steamer Illinois arrived to-day from Aspinwall.

John Mitchell was expected to arrive in her, and a large crowd of people gathered to meet him, but they were disappointed.

The Crescent City sailed to-day for New Orleans, via Havana.

The Illinois brought over a million of dollars' worth of gold.

ARRIVAL OF THE PROMETHEUS—JOHN MITCHELL ON BOARD—GREAT EXCITEMENT.

NEW YORK, Nov. 29, 7:20 P. M.—The steamer Prometheus arrived to-day from San Juan, with one million and three-quarters of dollars in gold. Among her passengers was John Mitchell, who was waited for by a great crowd on the wharves and in boats on the river, and great excitement prevailed. Mitchell, however, quietly left the steamer and was conveyed to the residence of his mother in Brooklyn. He was recognized and loudly cheered at the Ferry.

FURTHER BY THE ATLANTIC—PROBABLE RESIGNATION OF THE BRITISH MINISTRY—FURTHER FROM THE EAST.

NEW YORK, Nov. 29.—The passengers by the Atlantic state that it was reported in London that Lord Aberdeen and his colleagues are about to resign to make way for a more warlike Ministry.

TURKEY AND AUSTRIA.

The Herald of this city has a letter from George Sanders, Consul at London, with the information that the Porte had notified Austria that she must withdraw her troops from the frontier, or have her neutrality guaranteed by France and England. In case of Austria refusing to this, the Porte declares that Turkey will declare war against her and send an army into Hungary under the command of Kossuth.

Mr. Sanders also states that the agent of Kossuth has been openly received at Constantinople.

MORE DEATHS ON SHIPBOARD.

NEW YORK, Nov. 29, 7:30 P. M.—The ship Maryland has arrived here from Liverpool with emigrants; sixty-four of her passengers have died during the passage.

By the National Line.

COLD WEATHER AT THE EAST.

NEW YORK, Nov. 28.—A dispatch from Bangor, Maine, states that the Penobscot river is closed by ice, and that sixty to eighty vessels with large cargoes, and three steamers are frozen in, about five miles from the city.

MORE DEATHS AT SEA.

NEW YORK, Nov. 28.—The packet ship George Herbert has arrived here from Havre with emigrants, of whom 75 died on the passage.

FEMALE PRINTERS.

BALTIMORE, Nov. 28.—A despatch from Cincinnati states that during the strike of the printers in that city the printing offices are employing women as compositors.

MARTIN KOSZTA AT HAND.

BOSTON, Nov. 29, 7:30 P. M.—The bark Sultana, with Martin Kostta on board, was spoken to-day 20 miles east of Cape Ann. She will arrive at this port to-morrow.

NEW YORK COTTON MARKET.

NEW YORK, Nov. 29.—Cotton is in good demand here to-day, and prices have advanced ⅛c. per lb.

New Orleans, Jackson and Great Northern Railroad Company.

At a meeting of the Board of Directors of the New Orleans, Jackson and Great Northern Railroad Company, held on the 24th inst., the following report was read and the publication ordered:

TO THE DIRECTORS OF THE NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD COMPANY:

Gentlemen—The undersigned has the honor to lay before you a report from James H. Grant, Chief Engineer, which will inform you of the progress made in the surveys and location of the company's road, and the condition of its work, with an estimate of the cost of completing the same from the city to the State line. I also beg leave to submit the annexed statement, from the Secretary, of receipts and expenditures.

The estimates of the Chief Engineer exhibit $1,027,099 as the sum necessary to complete the road from the city to the State line, and to meet this expenditure, the means and resources of the company available within the period when needed are deemed sufficient.

The resources of the company, over and above the cost of the road to the State line, amounting to about two millions of dollars, will be applicable to the grading and construction of the road from thence to the Tennessee river, and there is a reasonable expectation that the citizens of Mississippi, on the line of the road, will present in favor of its ultimate completion, will have every motive to accelerate its progress by increasing their subscriptions; and I would respectfully recommend the early adoption of a plan best calculated to effect this purpose. With the means secured to grade the road from the State line to the Tennessee river, a distance of three hundred and twenty-two miles, there is no reason to distrust our ability to command, when required, on the faith of the works of the company, the means necessary to procure the iron and a complete equipment.

The undersigned, with Mr. Slidell, appointed as your commissioners to negotiate the mortgage bond of the company with a view of providing a sufficient fund, in addition to resources already secured, to complete, at an early period, the entire road from New Orleans to the Tennessee river, proceeded to London in July last. On our arrival in that city, we ascertained that owing to the advancing rates of interest, caused by the apprehension of a serious deficiency in the harvests, and the probability of political troubles, calculated to disturb confidence among capitalists, it was quite impracticable to effect the sale of new loans. Finding this unfavorable state of affairs, we deemed it advisable to defer placing the bonds on the market for sale, and what has since transpired, in respect to the general depreciation in the value of public stocks and railroad securities, will, I hope, be deemed a sufficient and satisfactory reason for the postponement of negotiations, which we are not without encouragement to renew on the appearance of a favorable change in monetary affairs. If the company had been prepared to sell its bonds a few months earlier, I am entirely satisfied that the basis of their security and the promises of the scheme, would have secured success. Now that its works are more advanced, and in a few months the section between the city and the State line will be finished and in operation, with over two millions of dollars of expenditure, there is still more reason to regard success as neither equivocal nor doubtful, on the revival of confidence and a demand for stocks of acknowledged security.

If we look to the history of improvements commenced in other States of the Union, the progress we have already made will compare favorably with any similar enterprise. We have before us a certainty of being able to complete nearly ninety miles of road on or before the ensuing July, besides having overcome in its construction difficulties by many deemed insurmountable, but now ascertained by the Chief Engineer to be of no serious importance.

While daily experience is demonstrating that natural channels of commerce are ineffectual in competition with those of an artificial character, and is suggestive of the necessity of counteracting the powerful efforts made to impair our commercial superiority, we have derived from the late afflicting epidemic fresh motives to animate our zeal, and to persevere in the prosecution of the work of the company. Aside from the immense commercial importance they possess, the convenience and facility they will afford to our citizens and those of the interior States can not be overestimated in value, when, with the connections of our road with others completed and in progress under the fostering aid of the States of Tennessee and Virginia, Washington City may be reached in two days, at a speed of twenty-five miles per hour.

In the present condition of the company, the progress made in its works and the remaining resources for their extension, we have every thing to hope and no cause for discouragement.

Very respectfully, your obedient servant,

JAMES ROBB, President.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, } Engineer Department, New Orleans, Nov. 24, 1853.

JAMES ROBB, Esq., President:

Sir—In compliance with your request, communicating the wishes of the Board of Directors, that I should submit to them an accurate statement of the condition and progress of the works of the company under my charge, I respectfully report as follows:

SURVEY, LOCATION AND CONTRACTS.

The entire line of road from New Orleans to Nashville, a distance of 540 miles, has been carefully surveyed, and a final location made of 409 miles, between New Orleans and Chickasaw, on the Tennessee river, intersecting the Memphis and Charleston Road in Bear Creek Valley, 400 miles from New Orleans, 256¾ miles have been placed under contract, viz: 87¼ miles from New Orleans to the State line, 95¾ miles from the State line to Jackson, 23¾ miles from Jackson to Canton, and 50 miles from Aberdeen south. The entire line of road is free from any engineering difficulty, and the route will compare favorably with any in the Union, not only with reference to the gradients, alignments, facility and cheapness of construction, but in the elements of travel and traffic necessary to insure a certain and profitable return on its cost.

PROGRESS OF THE WORK.

The graduation, cribbing and piling of near seventy miles, have been constructed between this city and the State line, 62 of which are ready for the reception of the crossties and iron rails. The track-laying has been commenced at the main depot, also between the North Pass and the "Piny Woods," and from the latter point it is progressing towards the State line. The bridges at the North and South Pass Manchac are in a state of forwardness and will be speedily completed in a substantial manner. In regard to this portion of the work of the company, I am entirely satisfied that the plans adopted for crossing the Passes are attended with no practical difficulty whatever, and that the structures will be permanent and safe for the passage of your trains. The same remarks apply equally to the cribwork in progress of construction across the Swamp Prairie, and the whole series of swamps between the city and the "Piny Woods" will be passed without encountering any material engineering difficulty.

COMPLETION OF THE ROAD TO THE STATE LINE.

The agreement as to the time for the completion of the contract of Messrs. Thos. C. Bates & Co., from the South Pass Manchac to the State line, a distance of 51 miles, will enable them to deliver it in a finished condition on or before the 1st of July next, and the state of forwardness of the work between the city and the South Pass is such as to insure its completion within the same period of time. This being done, there are no obstructions in the way of having the entire road, from the city to the State line, in operation, with a daily train of cars running, on and after the 1st of July next.

COST OF FINISHING TO STATE LINE.

The following is an estimate of the expenditure necessary to cover the cost of completing the road to the State line:

Thos. C. Bates & Co., balance of their contract,	$295,612
Contractors from Depot to South Pass	178,500
Expenses of laying track	55,500
Iron rails, chairs and spikes for 87¼ miles less amount received and on hand	471,987
Engineering and superintendence	25,500
Total	$1,027,099

Plans for the main depot buildings have not been prepared, and it is not deemed advisable to commence their erection until the road is completed to the State line. The temporary building constructed on the company's grounds will answer all purposes for the present. Any further expenditures at this time for that purpose would be premature and unsolicited. The company have received 3700 tons of iron rails, and have advices of the further shipment of 3500 tons, expected to arrive in December and January, making in all 7000 tons, which will iron the road for a distance of 45¼ miles. The remaining 3000 tons due on the contracts for 10,000 tons made by Messrs. R. Wilson, Hallett & Co., of Liverpool, are deliverable in February next. Three locomotive engines have been purchased; also a sufficient number of burthen cars to transport the necessary materials for laying the track.

OPERATIONS IN MISSISSIPPI.

In Mississippi, between the State line and Jackson, a portion of the clearing for the road-way is opened, and on the division between Jackson and Canton, embracing a distance of 23¾ miles, about one-half of the graduation is finished. From Aberdeen, South, the work has been commenced, and for the present will be prosecuted to the extent of collections made from the subscribers in Monroe county.

The foregoing is respectfully submitted as a general outline of the operations of the company up to this time, deferring to the period of the annual meeting of the stockholders the detailed report made up from plans, maps, profiles and notes belonging to surveys and location, exhibiting the progress of the work, rolling stock on hand, description of location, grades and curves, and a careful estimate of the entire line to Chickasaw, on the Tennessee river, including a complete equipment of engines and cars.

Very respectfully, your obedient servant,

JAS. H. GRANT, Chief Engineer.

STATEMENT of the Receipts and Expenditures of the New Orleans, Jackson and Great Northern Railroad Company to 23d November, 1853.

RECEIPTS.

Capital Stock, received on account	$685,919 62	
165 bonds, on account of the subscription of the State of Louisiana, for $1000 each, on which the Company have received advances at par	165,000 00	$850,919 62
Real Estate, Tax Bonds due in 1857, sold at 90 per cent	$300,000 00	
Real Estate Tax Bonds due in 1858, sold at 90 per cent	150,000 00	
	450,000 00	
Less 10 per cent	45,000 00	405,000 00
Bills payable, issued and assumed for real estate		29,063 22
		$1,284,982 84

EXPENDITURES.

Construction		645,245 32
Iron rails		270,963 72
Surveys and engineering, (including location of road to the Tennessee river, 409 miles, and surveys to Nashville, Tenn., 540 miles)		104,090 87
Locomotive engines		24,949 21
Chairs and spikes		11,205 13
Cars		6,795 45
Real Estate—cash paid	29,894 26	
Bills payable	29,063 22	58,957 48
Right of way		6,125 17
Expense account, (salaries, office rent, office furniture, books, stationery, and contingent expenses)		24,853 62
Advertising and printing		7,353 50
Reduction of stock, refunded tax payers		21,376 55
Commission account		1,289 41
Interest account, including discounts on prepaid stock		8,427 44
Depot, (clearing depot grounds and building engine house)		2,896 61
Fencing, on line of road in Louisiana		1,530 54
Taxes, city and State taxes on real estate		512 80
Total expenditures		1,106,662 82
Cash on hand	$52,177 77	
Cash in the office of the company at Aberdeen, Miss	36,142 25	88,320 02
		$1,284,982 84

New Orleans, November 23, 1853.

JOHN CALHOUN, Secretary.

Ladies' Riding Dresses.
.... A SMALL INVOICE OF ....
FASHIONABLE LADIES' RIDING DRESSES
Just received, and will be SOLD CHEAP to close them out.
T. STURGES & CO.,
n30 3tdp — 8 and 10 Chartres street.

Clothing.
☞ The undersigned are now opening a large and elegant stock of
FALL AND WINTER CLOTHING.
Purchasers are invited to examine our stock, as they will find every article necessary to a complete outfit, and at prices to correspond with the times.
T. STURGES & CO.,
n30 3tdp — 8 and 10 Chartres street.

60 ☞ Camp Street. 60
MEDICAL TEXT BOOKS,
RECOMMENDED BY THE MEDICAL DEPARTMENT OF THE UNIVERSITY OF THIS CITY.
☞ The subscriber respectfully solicits the attention of the Students of Louisiana University, and the Profession generally, to his extensive and well assorted stock of
MEDICAL AND SURGICAL WORKS,
which is not equalled by any other establishment in the Union, and which he offers at prices that cannot fail to give satisfaction to purchasers.
J. B. STEEL,
n28 4tdp — 60 Camp street.

60 ☞ Camp Street. 60
LAW TEXT BOOKS,
RECOMMENDED TO STUDENTS BY THE PROFESSORS OF THE UNIVERSITY OF LOUISIANA.
☞ The subscriber respectfully solicits the attention of the Students, and the Legal Profession generally, to his extensive and well assorted stock of
LAW BOOKS,
which is not equaled by any other establishment in the Union, and which he offers at prices that cannot fail to give satisfaction to purchasers.
☞ Call and examine the stock and prices of
J. B. STEEL,
n28 1w5p — 60 CAMP STREET.

Carpetings.
NEW IMPORTATIONS.
☞ Now receiving on consignment DIRECT from the Manufacturers, of
J. CROSLY & SONS, KIDDERMINSTER, ENGLAND,
PARDON, HOOMANS & PARDON, LOWELL & SIGHLOW CO., AMERICA.
Choice styles of
VELVET, TAPESTRY, BRUSSELS,
THREE-PLY and INGRAIN CARPETINGS.
RUGS, MATS, DRUGGETS, BAIZES, STAIR CARPETS and BRASS RODS.
.... ALSO ....
☞ A large assortment of
CORNICES, LACE and MUSLIN CURTAINS.
TRANSPARENT WINDOW SHADES.
CENTRE TASSELS, CURTAIN LOOPS and BANDS,
FLOOR OIL CLOTHS—5 to 24 feet wide, cut to suit any apartment.
WALL PAPER HANGINGS, for sale at manufacturers' prices.
TODD & CO.,
COMMISSION CARPET WAREROOMS.
n28 6tdp — No. 126 Canal street, near Royal, Touro Buildings

Carpeting, Furniture, etc.
67 ROYAL STREET. 67
☞ The undersigned have in store a complete stock of CARPETING, consisting in styles of
ROBES, AXMINSTER, LASSEKRADE SAXONY,
VELVET, BRUSSELS TAPESTRY,
THREE-PLY INGRAIN and VENETIAN CARPETING.
MOSAIC, SAXONY, AXMINSTER and CHENILLE RUGS
ADELAIDE, CHAIN, BRUSH,
SHEEPSKIN and COCOA MATS.
MOSAIC TABLE COVERS.
CLOTH TABLE and PIANO COVERS,
WOOLEN and LINEN CRUMB CLOTHS,
BINDING GIMP, THREAD, etc.
LAMPASETTE, BROCATELLE, DAMASK, INDIAN SILK, PRINTED LASTING LACE and MUSLIN CURTAINS.
FANCY ARTICLES.
☞ Our assortment of Fancy Articles is complete, being superior to anything we have ever offered in this city, and comprises—
SEVRES CHINA, BISCUIT and BRONZE STATUETTES and MASTEL ORNAMENTS.
VASES, CLOCKS, CRYSTAL and BOHEMIAN GLASSWARES.
SILVER and PAPER MACHE WARE, LOOKING GLASSES, CHINAWARE, CUTLERY, etc.
FURNITURE.
ROSEWOOD, MAHOGANY and OAK FURNITURE, in Parlor and Bed-rooms and Dining-room Sets.
WRITING DESKS, FANCY CHAIRS, ETAGERES, JARDINIERS, TOILET TABLES, etc.
P. MALLARD & CO.

Carpet Warehouse,
23 CHARTRES STREET. 23
☞ Just received, NEW PATTERNS of ENGLISH and AMERICAN CARPETING, such as—
Velvet and Brussels Tapestry; Three-plys, Brussels and Ingrains Dutch and Venetian, for Halls and Stairs; Druggets, for Crumb Cloths; Window Shades; Table and Piano Covers; FLOOR OIL CLOTH of various qualities, cut to suit Halls and Rooms; MATTING, etc., etc.
All of which are offered at the LOWEST MARKET PRICES, by
n28 6tdp — A. BROUSSEAU & CO.

Carpeting.
CHITTENDEN & DAMERON,
26 Chartres street and 27 Customhouse street.
☞ Offer for sale a large and choice stock of
RICH VELVET, WILTON and BRUSSELS CARPETING;
IMPERIAL THREE-PLY and INGRAIN CARPETING;
RUGS, BAIZES, DOOR MATS, etc.
FLOOR OIL CLOTH,
3 to 24 feet wide, of entirely new and beautiful patterns, which we set to suit any size Room or Hall.
CURTAIN MATERIAL.
SILK AND WOOL AND WORSTED DAMASKS;
EMBROIDERED LACE AND MUSLIN CURTAINS;
PAINTED WINDOW BLINDS;
WINDOW CORNICES, CORDS, TASSELS, GIMP, etc.
MATTING.
400 pieces 4-4, 5-4 and 6-4 CANTON STRAW MATTING. n28 1w3p

Later Still.
☞ 'Tis great, for none with it can cope,
The famed, the celebrated SOAP!
'Twas made by JONES, 'tis sold by WRIGHT,
If sallow, it will make you white.
Your freckles all will disappear,
And cheeks fresh blooming will appear;
Ne yellow hue will longer tarry;
Use it if you want to marry.
Your beauty will insure you hope,
By the use of JONES'S CHEMICAL SOAP!
For it will make every pimple and freckle slope,
And then, with you, none can cope.
☞ For sale by J. WRIGHT & CO., Sole Agents,
n28 6tdp — 151 Chartres street.

Attention! Ladies.
☞ TRY JONES'S LILLY WHITE, if you'd look fair—
With its wonderful qualities none can compare.
It beauty improves, makes the hardie look fine,
The sallow look white, and the white look sublime.
To be had at the Depot, where all things are pure—
151 CHARTRES STREET—then you are sure.
☞ For sale by J. WRIGHT & CO., Sole Agents,
n28 6tdp — 151 Chartres street.

Chills and Fever.
BEACH'S FERRUGINOUS TONIC,
☞ Is a Certain and Infallible Remedy for
CHILLS and FEVER, CHAGRES FEVER
And all FEVERS of an Intermittent Type.
NEVER KNOWN TO FAIL.
E. D. BEACH, M. D., Chemist and Apothecary,
Corner of Chartres and Customhouse streets.
For sale also by THOMAS RANKIN