NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, AT 93 ST. CHARLES STREET, BY J. H. MADDOX.

VOLUME VII. THURSDAY MORNING, MARCH 30, 1854. NUMBER 22.

STEAMSHIPS—SHIPS.

VERA CRUZ.

Will leave SATURDAY, April 1, at 8 o'clock A. M.

FOR VERA CRUZ—U. S. Mail Line.
The new and magnificent steamship YUCATAN, (1400 tons burthen), Henry Fleet, commander, will leave for Vera Cruz as above punctually, carrying the U. S. Mails.
.....Rates of Passage.....
Cabin.....$60
Steerage, and food.....$25
Measurement goods, per cable foot.....25 cents
☞ For freight or passage, has elegant accommodations for cabin and steerage passengers, apply to
HARRIS & MORGAN, foot of Julia street, Opposite the Steamship Landing.
☞ Passengers must provide themselves with passports from the Mexican Consul. mh16

GALVESTON.

Will leave SUNDAY, April 9, at 8 o'clock A. M.

FOR GALVESTON, INDIANOLA, PORT LAVACA and MATAGORDA BAY—Regular Northe'n and Texas U. S. Mail Line of Low-pressure Steamships.—The new and magnificent steamship LOUISIANA, Jeremiah Smith, commander, will leave as above. Freight for Indianola and Lavaca will be landed on the wharves (subject to lighterage at Matagorda Bay) without extra charge. For freight or passage, having elegant state-room accommodations, apply to
HARRIS & MORGAN, foot of Julia street, Opposite the Steamship Landing.
☞ This line having established its own Pilots on Pass Cavallo Bay, will hereafter run in and out under the supervision of its own Captains. mh19

LIVERPOOL.

FOR LIVERPOOL.—(Takes no Grain.)
The fast sailing New York packet ship BENJAMIN ADAMS, Crabtree, Commander, is now loading, and will have prompt dispatch. For freight of 500 bales Cotton, apply to
J. P. WHITNEY & CO. 41 Camp street.
☞ For passage, apply to the Captain on board. mh28

Will sail on THURSDAY, 30th inst.

FOR LIVERPOOL.—(Passage Only.)
The new A 1 very superior American ship GEORGE PEABODY, Capt. Manson, having all her cargo on board, will sail as above. For passage only, having magnificent state-room accommodations for 100 passengers, apply to the Captain on board, opposite the Exchange, Ka'ranal, st.
GIFFNEY & LOVELL, 116 Common street. mh27

FOR LIVERPOOL.—(Takes no Grain.)
The A 1 fast sailing American ship JAMES NESMITH, Captain Mills, having three-fourths of her cargo engaged, will have immediate dispatch. For freight of 400 bales Cotton, apply to
GIFFNEY & LOVELL, 116 Common street.

FOR LIVERPOOL.—The A 1 American ship LOUISIANA, Capt. Sullivan, is now loading, and will have immediate dispatch. For balance of freight, apply to
GIFFNEY & LOVELL, 116 Common street. mh29

FOR LIVERPOOL.—(Takes no Grain.)
The A 1 fast sailing American ship AMELIA, Captain Williams, is now loading, and will receive immediate dispatch. For freight of 400 bales Cotton, apply to
J. P. WHITNEY & CO., 41 Camp street.
☞ For passage, apply to the Captain on board. mh18

FOR LIVERPOOL.—(Takes no Grain.)
The A 1 fast sailing American ship SARAH EMMA, Captain Davis, having nearly her cargo on board, will have immediate dispatch. For freight of 500 bales Cotton, apply to
ARCHIBALD MONTGOMERY, 95 Camp street, or to J. P. WHITNEY & CO. 41 Camp street.
☞ For passage, apply to the Captain on board. mh18

FOR LIVERPOOL.—(Takes no Grain.)
The A 1 fast sailing American ship MARCIA CUSHMAN, Captain Chase, is now loading, and will have immediate dispatch. For freight, apply to
J. P. WHITNEY & CO. 41 Camp street.
☞ For passage, apply to the Captain on board. mh18

FOR LIVERPOOL.—(Takes no Grain.)
The A 1 fast sailing American ship SOLDAN, Capt. Shaw, is now loading and will have quick dispatch. For freight, apply to
J. P. WHITNEY & CO., 41 Camp st.
☞ For passage, apply to the Captain on board. mh18

FOR LIVERPOOL.—(Takes no Grain.)
The A 1 fast sailing American ship MOUNTAINEER, Capt. Robinson, is now loading and will receive quick dispatch. For freight of 400 bales Cotton, apply to
J. P. WHITNEY & CO. 41 Camp st.
☞ For passage, apply to the Captain on board. mh18

FOR LIVERPOOL.—The A 1 fast sailing British ship MARY CARSON, Captain Mills, is now loading, and will have quick dispatch. For balance of freight, apply to
ELLIOTT, ADAMS & CO., 98 Gravier street, or to GIFFNEY & LOVELL, 116 Common street.

FOR LIVERPOOL.—The A 1 fast sailing American ship ELVIRA OWEN, Captain Owen, is now loading, and will have immediate dispatch. For freight of 500 bales Cotton, apply to
J. P. WHITNEY & CO. 41 Campstreet.
☞ For passage, apply to the Captain on board. mh11

FOR LIVERPOOL.—The fine fast sailing American ship MALAHAR, Capt. Crocker, is now loading, and will have immediate dispatch. For freight of 400 bales Cotton, apply to
J. P. WHITNEY & CO., 41 Camp street.
☞ For passage, apply to the Captain on board. mh11

FOR LIVERPOOL.—The staunch, well found British bark CHAMPION, Captain Cochrane, will have prompt dispatch. For freight, apply to
J. T. ROBINSON, 85 Bank Place.

FOR LIVERPOOL.—The A 1 fast sailing British ship JOHN McKENZIE, Capt. Dunn, will have immediate dispatch. For balance of freight, apply to
BYNART & CO. 81 Carondelet street, or to GIFFNEY & LOVELL, 116 Common st.

FOR LIVERPOOL.—The A 1 fast sailing bark OLIVE, Academy, master, will have immediate dispatch, the greater part of her cargo being engaged. For freight of 450 bales Cotton, apply to
J. T. ROBINSON, 85 Bank Place.

FOR LIVERPOOL.—The fine first-class fast sailing British ship EUDOCIA, Captain Dunn, is now loading, and will have immediate dispatch. For freight of 400 bales Cotton, apply to
PETER MAXWELL & CO. 98 Magazine st., or to J. P. WHITNEY & CO., 41 Camp street.
☞ For passage, apply to the Captain on board. mh18

FOR LIVERPOOL.—The fine A 1 st. ship Lloyd's fast sailing British ship JESSIE MUNN, Capt. Duckett, is now loading, and will have immediate dispatch. For freight of 500 bales Cotton, apply to
J. P. WHITNEY & CO. 41 Camp st.
☞ For passage, apply to the Captain on board. mh11

FOR LIVERPOOL.—The A 1 fast sailing American ship MARCIA CUSHMAN, Capt. Chase, is now loading, and will have immediate dispatch. For freight, apply to
J. P. WHITNEY & CO. 41 Campstreet.
☞ For passage, apply to the Captain on board. mh11

FOR LIVERPOOL.—(Takes no Corn.)
The fine clear fast sailing British ship GOLIAH, Capt. Cushing, is now loading, and will have quick dispatch. For freight of 500 bales Cotton or heavy freight, apply to
SERANDT & NEVIUS, 96 Customhouse street, or to J. P. WHITNEY & CO., 41 Camp st.
☞ For passage, apply to the Captain on board. mh14

FOR LIVERPOOL.—The A 1 fast sailing British ship LADY SEYMOUR, Captain Kingfoot, is now loading, and will have quick dispatch. For balance of freight, apply to
GIFFNEY & LOVELL, 116 Common street.

FOR LIVERPOOL.—The A 1 at Lloyd's British ship CHESTERHOLME, Capt. Hall, is now loading, and will have immediate dispatch. For balance of freight, apply to
GIFFNEY & LOVELL, 116 Common street. mh14

FOR LIVERPOOL.—The new American ship BOSTON LIGHT, Captain Smith, having nearly all her cargo engaged, will have immediate dispatch. For freight of 400 bales Cotton, apply to
GIFFNEY & LOVELL, 116 Common street, or to GEO. W. HYNSON, 80 Camp street.

HULL.

FOR HULL—(Passage only.)—The fine fast sailing American ship NORMAN, Captain Hudson, having all her cargo engaged, will have immediate dispatch. For passage only, having a splendid state-room accommodation, apply to the Captain on board.
J. P. WHITNEY & CO. 41 Camp street. h658

GENOA.

FOR GENOA.—The fast sailing bark MARY & JANE, Capt. Sherman, has the greater part of her cargo engaged, and will have immediate dispatch. For freight of 300 bales Cotton, or for passage, apply to
BOGERT, WILLIAMS & CO., 80 Camp street.

TRIESTE.

FOR TRIESTE.—The fast sailing American ship QUEEN, Captain Geo. T. Emerson, having the greater part of her cargo engaged, will have immediate dispatch. For freight of 400 bales Cotton, apply to
J. H. ASHBRIDGE & CO., 88 St. Charles street.

FOR TRIESTE.—The A 1 fast sailing American bark YOLANTA, Capt. Sears, is now loading, and will have quick dispatch. For freight of 300 bales Cotton, apply to
J. P. WHITNEY & CO. 41 Campstreet.
☞ For passage apply to the Captain on board. jan16

HAVRE.

FOR HAVRE.—The very fast sailing bark OLIVIA, Captain Spall, is now loading as above and will have immediate dispatch. For freight of 300 bales Cotton, apply to
BOGERT, WILLIAMS & CO. 80 Camp street.

FOR HAVRE.—The new A 1 American packet ship HORTENSIA, Captain Hathaway, is now loading, and will receive immediate dispatch. For freight of 600 bales Cotton, apply to
J. P. WHITNEY & CO. 41 Camp street.
☞ For passage, apply to the Captain on board. mh11

FOR HAVRE.—The A 1 fast sailing American ship EASTERN QUEEN, Capt. Emery, is now loading, and will have quick dispatch. For freight of 450 bales Cotton, apply to
J. P. WHITNEY & CO., 41 Camp street.
☞ For passage, apply to the Captain on board. h14

FOR HAVRE.—The new A 1 fast sailing American ship CAMBRIA, Capt. Perry, is now loading, and will receive prompt dispatch. For freight of 500 bales Cotton, apply to
J. P. WHITNEY & CO., 41 Camp street.
☞ For passage, apply to the Captain on board. jan27

FOR HAVRE.—The new A 1 American ship GOLCONDA, Capt. Colburn, is now loading and will receive immediate dispatch. For freight of 400 bales Cotton, apply to
J. P. WHITNEY & CO., 41 Camp st.
☞ For passage, apply to the Captain on board. jan31

ANTWERP.

FOR ANTWERP.—The A 1 fast sailing American ship SUSAN HINKS, Captain Claussen, is now loading, and will have immediate dispatch. For freight of 300 bales Cotton, apply to
J. P. WHITNEY & CO., 41 Camp st.
☞ For passage, apply to the Captain on board. feb28

PORTSMOUTH.

FOR PORTSMOUTH.—(Passage only.)
The A 1 fast sailing ship OTOMOCO, Capt. Howes, having all her cargo engaged, will have immediate dispatch. For passage only, apply to the Captain on board.
J. P. WHITNEY & CO. 41 Camp street. jan27

BACON—25 casks Hams, landing ex Uncle Sam, for sale by
S. H. KENNEDY & CO. 92 Tchoupitoulas st. mh30

OATS—1220 sacks St. Louis, landing ex Pacific and for sale by
E. M. DALEY, 58 Tchoupitoulas street.

CASTOR OIL—50 bbls. Blow's No. 1, in store and for sale by
E. M. DALEY, 58 Tchoupitoulas street.

CANDLES—500 boxes Star. For sale by
JOSEPH LANDIS & CO., 33 Tchoupitoulas st.

CHOCOLATE—9 cases superior quality, a very fine article, put up in the French style, and will be sold low for cash or invoice. Also, 1 case Chocolate Paste. Apply to
A. SOLIGNAC & CO., 6 Commerce st.

BEEF—500 tierces prime Mess, landing and for sale by
S. H. KENNEDY & CO., 92 Tchoupitoulas street.

SUNDRIES—SUNDRIES.

TALLOW—6 bbls. Tallow just received and for sale by A. DELAGRAVE & Co., 91 Magazine st. mh 7

BEEF—300 barrels Mess and Extra Mess. For sale by
S. H. KENNEDY & CO., 92 Tchoupitoulas st. mh30

GUNNY BAGS—300 bales extra heavy, for sale to arrive by
S. H. KENNEDY & CO., 92 Tchoupitoulas st. mh30

BEEF—300 bbls. Mess and Extra Mess, landing and for sale by
S. H. KENNEDY & CO., 92 Tchoupitoulas st. mh30

WHISKY—250 bbls. Raw, high proof, landing from steamboat Grand Turk. For sale by
JOSEPH LANDIS & CO., 33 Tchoupitoulas st.

CORN—[illegible] sacks, landing from steamer Sonorah No 2. E. M. DALEY, 58 Tchoupitoulas street. mh30

ALE—350 casks Edinburgh Ale, in quarts and pints. For sale by
H. L. STONE & CO., 1 Gravier street.

LEMONS AND ORANGES—Landing this day from Palermo, ex Giovanni, Rabitta, at Roof Market, 12 0 0 fine ripe lemons, and 1100 do do ORANGES. Also, 60 boxes BRIMSTONE. For sale by
BARELLI & CO., 61 Common street.

PAINTS AND COLORS—The subscribers, Agents for Lewis' manufactory at Philadelphia, have Chrome Green and Yellow, dry and in oil; Chinese Blue, Scarlet and Vermilion; Pure Lamp Black, Black Paint, Yellow Ochre, Spanish Brown, Lith ge, Red Lead, etc. etc.
E. J. HART & CO. 79 Tchoupitoulas street.

COAL—275 tons Screened Cumberland Coal, of superior quality, landing ex ship Tees, Perkins, from Baltimore. For terms, apply to
J. P. WHITNEY & CO.
41 Camp street.

NAILS—500 kegs, Agawam brand, good assortment, for sale by
S. H. KENNEDY & CO., 92 Tchoupitoulas st.

PRESERVED CORN—50 cases, containing each a dozen cans, Winslow's Preserved Corn. For sale by
S. WOLFF, 95 Camp street.

SOLIDIFIED MILK—30 cases, containing each sixteen pound cans; 20 cases, containing each 12 two pound cans for sale by
S. WOLFF, 95 Camp street. mh 8

BITTERS—100 cases Boker's Bitters; 75 do. German do. For sale by
S. WOLFF, 95 Camp street.

RAISINS—1000 packages in boxes, halves and quarters. For sale by
H. L. STONE & CO., 1 Gravier street.

LONDON PORTER—250 casks, in store and for sale by
E. J. HART & CO., 79 Tchoupitoulas st.

LINSEED OIL—40 bbls. Raw and 8 bbls Boiled Linseed Oil, landing and for sale by
A. DELAGRAVE & Co., 91 Magazine street.

FRENCH CHOCOLATE—20 cases, each 12 boxes, and each box 20 lb., fine French Chocolate, for sale very low, by [feb14] A. DELAGRAVE & CO., 91 Magazine st.

PINE APPLE CHEESE—50 cases. For sale by
H. L. STONE & CO., 1 Gravier street.

ROE HERRING—50 bbls. For sale by
H. L. STONE & CO., 1 Gravier street.

FOX'S STARCH—75 boxes in store, for sale by
E. J. HART & CO., 79 Tchoupitoulas st. feb18

COGNAC BRANDY—10 quarters Otard, Dupuy & Co., 1836, in store and for sale by
SAM. WOLFF, 95 Camp street.

FLOUR—2000 bbls Fancy and Superfine St Louis, for sale by
E. M. DALEY, 58 Tchoupitoulas street.

FIRE CRACKERS—250 boxes No. 1. For sale by
A. D. GRIEFF & CO., 40 Old Levee. mh14

BUTTER AND CHEESE—100 packages, assorted. For sale by
A. D. GRIEFF & CO., 40 Old Levee.

CODFISH—400 qr. boxes and 20 drums, landing. For sale by
H. L. STONE & CO., 1 Gravier street.

SOAP—1000 boxes New York and Boston, various brands. For sale by
H. L. STONE & CO., 1 Gravier street.

SCHIEDAM SCHNAPPS—500 boxes Wolfe's, pints and quarts. For sale by
H. L. STONE & CO., 1 Gravier street.

HAMS—100 tierces Canvased Hams, Duffield's and other favorite brands. For sale by
A. D. GRIEFF & CO., 40 Old Levee.

BEEF—700 tierces prime Mess Beef, now landing and for sale by
S. H. KENNEDY & CO., 92 Tchoupitoulas st.

CASTOR OIL—35 bbls., (A. D. Hays.) For sale by
A. D. GRIEFF & CO. 40 Old Levee. mh14

PALM OIL—9 casks, landing and for sale by
A. DELAGRAVE & CO., 91 Magazine st.

NAVAL STORES—200 bbls. Tar, Pitch and Rosin, from Washington, landing and for sale by
A. DELAGRAVE & CO., 91 Magazine street.

CASTOR OIL—25 bbls. Blow's No. 1, in store and for sale by
E. M. DALEY, 58 Tchoupitoulas st. mh16

OPELOUSAS AND JACKSON SCRIP.—For sale by T. B. WINSTON, 91 Commercial Place. mh16

TEXAS SCRIP—Toby Land Script For sale by T. B. WINSTON, 91 Commercial Place. mh16

SHIP INTEREST—A very small amount, in the Star of the South, Quaker City, Jacob Bell. For sale by
T. B. WINSTON, 91 Commercial Place.

OLD FAMILY WHISKY—A few barrels old and demijohns. For sale by
T. B. WINSTON, 91 Commercial Place.

GUNNY BAGS 300 bales, 250 inch, 23 ounces; for sale by E. M. DALEY, 58 Tchoupitoulas st. feb28

BACON—26 casks old Hams, Sides and Shoulders, for sale by
JAMES H. MULFORD & CO. 91 Bank Place.

WHISKY—80 bbls. Fletcher's Celebrated Vapor Whisky. For sale by
JOSEPH LANDIS & CO., 33 Tchoupitoulas street.

FLOUR—200 bbls. fine St. Louis for sale, to arrive by
E. M. DALEY, 58 Tchoupitoulas st.

NAILS—500 kegs, landing, ex ship Susan Hinks, assorted sizes, for sale by
E. M. DALEY, 58 Tchoupitoulas st.

ROSIN—250 bbls No. 2 for sale by
J. G. HARDILL & CO., 91 Magazine st.

RICE—150 tierces in store and for sale by
E. J. HART & CO., 79 Tchoupitoulas st.

FEATHERS—1000 prime Live Geese Feathers for sale by
J. G. HARDILL & CO. 82 Magazine st. feb9

BUTTER—10 barrels Fresh Roll Butter, for sale by
A. F. COCHRAN & HALL, 32 Gravier st. feb15

QUININE—3800 oz. American, for sale by
E. J. HART & CO., 79 Tchoupitoulas st.

WHITE ASH COAL—159 tons. Egg Size for sale, to arrive, by
J. H. ASHBRIDGE & CO., 88 St. Charles street.

GUNNY BAGS—200 bales landing and in store, for sale by E. M. DALEY, 58 Tchoupitoulas street. feb 7

PICKLES—50 boxes, half gallon's, Underwood, for sale by A. F. COCHRAN & HALL, 32 Gravier st.

FILBERTS—100 bags new Filberts; 20 bags new Walnuts, for sale by A. F. COCHRAN & HALL, 32 Gravier street.

CALCINED PLASTER—150 bbls. in store and for sale by
BOGERT, WILLIAMS & CO., 80 Camp street.

PITTSBURGH BRICKS—40,000 landing from Bathers, and for sale by
A. DELAGRAVE & CO., 91 Magazine st.

NAILS—2000 kegs for sale, to arrive, by
S. H. KENNEDY & CO. 92 Tchoupitoulas st.

SPERM CANDLES—125 boxes in store and for sale by E. J. HART & CO., 79 Tchoupitoulas st. feb27

HOPS—30 half bales first sort, for sale by
A. F. COCHRAN & HALL, 32 Gravier st.

GUANO—For sale by
A. DELAGRAVE & CO., 91 Magazine st.

ALMONDS, Soft Shell—175 bags in store and for sale by E. J. HART & CO., 79 Tchoupitoulas st. feb27

PIKE'S MAGNOLIA WHISKY—150 bbls in store, for sale by E. J. HART & CO., 79 Tchoupitoulas st.

CANDLES—500 boxes Star, for sale by
feb22 JOSEPH LANDIS & CO., 33 Tchoupitoulas st.

ROLL BUTTER—50 half bbls. Prime in store and for sale by
H. L. STONE & CO. 1 Gravier street. feb19

ORANGES AND LEMONS of the best quality, landing, and for sale by
R. F. NICHOLS & CO., 95 Camp street.

NEW CIDER—100 bbls. For sale by
A. D. GRIEFF & CO., 40 Old Levee.

DATES—25 frails fresh Dates for sale by
A. F. COCHRAN & HALL, 32 Gravier st.

ROPE—80 coils in store, for sale by
E. M. DALEY, 58 Tchoupitoulas street.

COD FISH—200 boxes in store and for sale by
H. L. STONE & CO., 1 Gravier street.

PORTER—250 casks Hibben's, landing and in store, for sale by
H. L. STONE & CO., 1 Gravier street.

JAVA COFFEE—500 packets in store and for sale by
E. J. HART & CO., 79 Tchoupitoulas st.

TEXAS PECANS—50 bbls. new, for sale by
E. J. HART & CO., 79 Gravier st.

LARD—100 bbls landing ex. str. Jas. Robb, for sale by J. H. MULFORD & CO., 91 Bank Place. feb21

BEEF—50 bbls. Mess and 50 bbls. Prime inspection, for sale by J. H. MULFORD & Co., 91 Bank place.

PRIME MESS BEEF—300 tierces, landing ex steamer St. Clair, and for sale by
S. H. KENNEDY & CO., 92 Tchoupitoulas street.

WHISKY—100 bbls. Fletcher's Extra. For sale by JOSEPH LANDIS & CO., 33 Tchoupitoulas street.

FLOUR—300 bbls. St. Louis superfine, landing ex steamer H. Clay. For sale by
S. H. KENNEDY & CO. 73 Tchoupitoulas st.

WHISKY—40 bbls. Old Monongahela Rye. For sale by S. H. KENNEDY & CO., 73 Tchoupitoulas st.

CANDLES—800 boxes Star, for sale by
mh9 JOSEPH LANDIS & CO., 33 Tchoupitoulas street.

DELAWARE PEACHES—10 dozen cans, heavy syrup, for sale by
J. G. HARDILL & CO., 97 Magazine street.

BYASS' BOTTLED ALE AND PORTER—As received ALE, quarts and pints; Also PORTER, quarts and pints.
For sale by F. W. COBLER, 185 Common street.

THE Subscribers, Agents for the sale of Lamy & Guth (Philadelphia) Paints and Colors, keep constantly on hand an assortment of the various descriptions, which they offer at the lowest prices. The assortment consists of—
DRY AND GROUND CHROME GREEN, Dry and in Oil;
CHROME YELLOW,
PRUSSIAN BLUE;
LAMPBLACK, Dry and in Oil;
VERMILLION, Dry.
E. J. HART & CO. 79 Tchoupitoulas street.

DAILY CRESCENT

THE NEW ORLEANS DAILY CRESCENT,
OFFICE NO. 93 ST. CHARLES STREET,
Will be regularly served to subscribers in this city at an early hour every day, (Sunday excepted), for $5 a year, in advance, payable to the Office, or 15 cents a week, payable on the Carriers.

THE CIRCULATION
of the CRESCENT, Daily and Weekly, is such as to offer a desirable medium to Advertisers. As

A FAMILY PAPER
it circulates largely, and also early here, as the home of citizens, and articles sold to families may be most advantageously advertised in its columns. No paper in the city circulates so extensively among families.

OUR TERMS
are such as to invite the attention and patronage of the public.
TERMS OF ADVERTISING.
For Square of Ten Lines in Pearl—First insertion, in all cases.....$1 00
Every subsequent insertion.....50
Advertisements in the Second Page are charged as more each day.
A liberal discount will be made with those who advertise by the year, or for a shorter time.
All Advertisements not marked will be published one month, and charged accordingly.

From the Delta, March 29.

The Election Violences.

Deeply grieved that our city, whose character for peace and order on occasions of public elections has been the theme of general approval, should be suddenly converted into a scene of violence, tumult and bloodshed, we instituted yesterday a diligent and thorough inquiry into the causes and facts of the lamentable occurrences of Monday. We entered upon this examination with minds entirely devoid of bias, passion, or any kind of excitement. We had taken a warm interest in the election of Monday, but solely on the ground of reform—to establish a doctrine which we have always maintained, that the government of this city should be confided to respectable citizens, without regard to party. We gave our warmest support to a ticket committed to that principle, composed equally of gentlemen of both political parties. Having no connection or sympathy with any association or combination, we limited our efforts and desires entirely to this single object—of procuring for our ill-governed city an administration which should be freed from the burdens and restraints of party. We state this in order that our narrative of the facts may not be suspected of bias or prejudice.

It is well known that under the system of grog-shop caucuses a set of very low and disreputable characters, and, what is worse, of very reckless demagogues, have acquired a political ascendancy in this city, which has given great disgust and offence to the respectable citizens of both parties. Decent, quiet citizens have been virtually driven from the primary assemblages by low rowdies and bullies, and have been compelled, under the ban of outlawry, to vote for such persons as these caucuses might select. Under this system very improper nominations have been made for public offices, and persons elected to responsible stations who forgot the interests confided to them, and regarded only their own interests and that of a party.

One of the forms of this dangerous demagoguery was a systematic attempt to combine our Irish fellow-citizens into a compact and distinctive body, and place them at the beck and nod of party managers, to be employed by them in aid of any of their nefarious schemes. Left to their own instincts and better feelings, this class of our citizens would, no doubt, mingle and merge themselves in the rest of the community; but, appealed to as a separate class, cajoled, flattered and humbugged by selfish partisans, they are forced into a position which must always excite and keep alive bitter passions and animosities in a mixed population like this. John Mitchel, one of the most courageous, as well as sagacious, of Ireland's many brilliant sons, clearly perceived this evil, and warned his countrymen against it, declaring, that an Irishman should, when he became an American citizen, cease to be an Irishman; that he should maintain no distinctions from the rest of the Americans; that he should repel as an insult all appeals to him as an Irishman; that he should think and act for himself; that he should stand aloof from all organizations, military or civic, calculated to keep alive national distinctions.

A departure from these simple and rational rules of republicanism and American citizenship, has led to the formation of associations like the Native American Society, and like the growing and formidable society of "Know-Nothings." No true Republican could feel or manifest any opposition or ill-feeling towards any respectable citizen born abroad. Such persons have nothing to fear. They will always enjoy equal rights with other citizens. But the large class who preserve their national distinctions,—who speak of themselves as an Irish party,—who combine in Irish associations,—who take the control of caucuses, conventions, and become the easy tools of demagogues, native and foreign; this is the class which has produced a deep and wide-spread feeling of hostility and disconcert among the American born. We do not stop to inquire into the reasonableness or propriety of this—we are merely stating the facts.

Let us illustrate by a reference to transactions in our own city. First, we have conventions to nominate candidates for public offices comprised almost exclusively of one class of our citizens. And even this is not the worst of it. Citizens of Irish birth, when good citizens, are just as trustworthy as any others; but the low, ignorant, rowdy and debased, whether born in Ireland, America or elsewhere, ought not to be entrusted with the high prerogative of nominating officers for a free and enlightened community. Unfortunately, too many of this character have been found in a single class.

Next we have a dominant party appointing the inspectors of election exclusively from that party, and mostly from the class of citizens referred to. Here was one of the principal causes of the disturbances of Monday. In the three wards in the very centre of the city, where the American-born and mercantile population generally reside, the Inspectors were almost entirely Irish-born citizens. Added to this, we have a police nineteen-twentieths of whom are of the same nationality, headed by a chief who, with an intelligence which should have preserved him from such imprudence, seems to have disregarded the sage counsels of John Mitchel, and to have concerned himself more with party than police affairs—looking after secret political associations, with which he has no business, instead of for rogues and disturbers of the peace, who fall under his proper jurisdiction. These are the main facts which led to the disturbances on Monday.

We confine ourselves to a narrative of what occurred at the Seventh Ward, the other polls being generally as well conducted as usual on exciting elections. This ward was calculated to give a very large majority for the democratic ticket. The vote in the ward at the previous elections had exhibited some astounding results. From seven hundred it suddenly rose to eleven hundred, after a very severe and destructive epidemic. Under such circumstances, it was natural that suspicions of unfairness and irregularity should be indulged. To disarm these suspicions, to satisfy the public that it was a fair and legal vote, it behoved the party in power first, to appoint the inspectors judiciously and fairly; and secondly, to conduct the election with a strict regard to law and equity. This would have satisfied all parties. The most violently disposed would have been silenced and reconciled by such a procedure. We regret to say this was not done in the Seventh Ward.

The first error was in appointing corporation officials as inspectors who were personally interested in giving a particular direction to the voting. Next it has been represented by reliable persons, that votes were received with a rapidity and a disregard of the injunctions of the law, which disgusted all beholders; challengers were ordered off and disregarded; demands for the swearing of the voters were refused on the ground that the inspectors had not time, and persons who were pointed out as having voted before and who were illegal voters, were received; citizens who invoked the application of the legal tests, were insulted and threatened; and many other improprieties committed. Although the average vote of the ward was but 700, we are informed by good authority that a thousand votes had been received at 12 o'clock, just four hours after the polls were opened. Not otherwise was it possible that even the attendance could be kept from drooping, or the coherency and dependency of the arguments be forced into light.

MADAME DE STAEL.

The French rarely make a mistake of this nature. The graceful levity of the nation could not easily err in this direction, nor tolerate such deliration in the greatest of men. Not the gay temperament only of the French people, but the particular qualities of the French language, which (however poor for the higher purposes of passion) is rich beyond all others for purposes of social intercourse, prompts them to rapid and vivacious exchanges of thought. Tediousness, therefore, above all other vices, finds no countenance or indulgence amongst the French, excepting always in two memorable cases, viz: first, the case of tragic dialogue on the stage, which is privileged to be tedious by usage and tradition; and secondly, the case, (authorized by the best usages in living society), of narrators or *racontieurs*. This is a shocking anomaly in the code of French good taste as applied to conversation. Of all the bores whom man in his folly hesitates to hang, and heaven in its mysterious wisdom, suffers to propagate their species, the most insufferable in the tedious "good stories"—a nuisance that should be put down by cudgeling, by imprisoning in dungeons, or any mode of abatement; no sooner than men would combine to suffocate a raving madman. This case excepted, however, the French have the keenest possible sense of what is odious and all that is ludicrous in prosing, and universally have a horror of *ennuyeurs*. It is not strange, therefore, that Madame de Stael noticed little as extraordinary in Coleridge beyond this one capital mostrosity of unlimited soliloquy, that being a peculiarity which she never could have witnessed in France; and considering the burnish of her French tastes in all that concerned colloquial characteristics, it is creditable to her forbearance that she noticed even this rather as a memorable fact than as the inhuman fault that it was. On the other hand, Coleridge was not so forbearing as regarded the brilliant French lady. He spoke of her to ourselves as a very frivolous person, and in short, summary terms that disdained to linger upon a subject so inconsiderable. It is remarkable that Goethe and Schiller both conversed with Madame de Stael, like Coleridge, and both spoke of her afterward in the same disparaging terms as Coleridge. But it is equally remarkable that Baron *William* Humboldt, who was personally acquainted with all the four parties—Madame de Stael, Goethe, Schiller and Coleridge—gave it as his opinion, (in letters subsequently published,) that the lady had been calumniated through a very ignoble cause, viz., mere ignorance of the French language, or, at least, non familiarities with the finencies of *oral* French. Neither Goethe nor Schiller, though well acquainted with written French, had any command of it for purposes of *rapid* conversation; and Humboldt supposes that mere spite at the trouble which they found in limping after the lady so as to catch one thought that she uttered, had been the true cause of the unfavorable sentence upon her. Not malice aforethought, so much as vindictive fury for the sufferings they had endured, accounted for their severity in the opinion of the diplomatic baron. He did not extend the same explanation to Coleridge's case, because, though even then in habits of intercourse with Coleridge, he had not heard of *his* interview with the lady, nor of the results from that interview; else that was true of the two German wits was true *a fortiori* of Coleridge; the Germans at least *read* French and talked it slowly, and occasionally understood it when talked by others. But Coleridge did none of these things. We are all of us well aware that Madame de Stael was *not* a fribble; nay, that she gave utterance at times to truths as worthy to be held oracular as any that were uttered by the three inspired wits, all philosophers, and bound to truth; but all poets, and privileged to be wayward. This we may collect from these anecdotes, that people accustomed to colloquial despotism, and who wield a sceptre within a circle of their own, are no longer capable of impartial judgments, and do not accommodate themselves with patience, or even with justice, to the pretension of rivals; and were it only for this result of conversational tyranny, it calls clamorously for extinction by some combined action upon the part of society.

The Horrors of Starvation.

The following, which is the experience of a miner, we clip from a recent California paper. Two men sought a distant "digging," became completely shut in by a heavy snow, and soon consumed all their food. The writer says: "On the second day of our starvation I found the carcass of a mule that I had lost in the fall, which the cayotas had nearly entirely devoured, but on examination we found a small piece of flesh remaining on the lower thigh, which we carefully cut off, with the hope that we could eat it ourselves. But it was no go; it would not stick. We tried it in every way possible, but to no purpose. It was more than our stomachs could bear. What now to do we could not tell. To get out was impossible. Death seemed to stare us in the face. My companion became so despondent that he gave up all hope and would not leave the camp, although he was a much larger and stronger man than myself; yet I kept up much the best. But at the same time I saw little chance but to starve; yet I had a faint hope that he would die first and then—. For fear he might take advantage of me, I seldom let my rifle out of my hands. I kept on my feet all the time, although I was getting exceedingly weak; and the snow on the river bar was four feet deep and from six to ten feet deep on the mountains. Now, all my fairy dreams of wealth and happiness when I should get home, were turned into gloom and darkness; gold lost its lustre. To become a cannibal was horrifying; the thought of having to starve to death and become food for the wild beasts was intolerable. Gold was of no use; I would have gladly given all I possessed for one pound of bread, but, alas! I could not get it. My heart grew faint within me. I knew full well that there was no chance for my men to get to me before I must starve to death, unless my companion should die, or I——. To become a murderer seemed too heartless and treacherous; but what could I do? Is it not better that one die than both die? Thus I reasoned, and struggled against reason, until hope was lost in despair. But hark! an idea occurs to me. I remember seeing the track of a cayota near the carcass of that mule! Hope springs up; new vigor is aroused. I snatched up my rifle and started off in the direction of the mule with a light heart and an eager and quick step, with a hope of yet escaping the dreadful calamity that seemed to await me. On my reaching the carcass, I saw that there was a cayota in the habit of coming there; how to contrive some way to kill it was the next thing to be done. After some examination, I posted myself behind a large rock. It was now getting near dusk, and no cayota yet. I sat with eager expectation, hoping the next moment would bring some wild beast in sight. At the first appearance of the animal, I threw my rifle to my face and fired, inflicting a death shot. Now my heart was filled with joy, and I felt that He who created me was able to feed me, and that it was no more than just that I should feel the sting of the lash I had so much deserved from the hand of Him who had thus far blessed and prospered me. On my return to camp, I met my companion, who, but a moment previous, struggling in hopeless despair, might now be seen with a brightened countenance, with tears of joy chasing each other down his emaciated cheeks."

COME KISS ME!—This is the name that should be given to the fashionable modern bonnet which, lightly resting on the back of the head, affords no protection to a pretty face—but on the contrary, increases the attractions which, under any circumstances, invite the *stamp* of kindness and affection! How different from the odious "poke bonnet," used five and twenty years ago, which formed a projecting link of circumvallation around bewitching features—a *chevaux de frise* which the most ardent and presumptuous admirer of beauty would hardly attempt to pass—when even

To undertake the pleasing process,
Required an elephant's proboscis.

[Boston Journal.

A REMARKABLE BOY.—As the train was about to leave for Lockport this morning, a boy was discovered under the platform of one of the cars hanging to the brake-rod. He was taken out, and gave the following account of himself and his adventures: His name is John King—his age fourteen years; he is a native of Galway, Ireland. He concealed himself on board a ship in that port, and secured a passage to New York without means. At New York he secreted himself under the platform of a car on the Hudson River Railroad, and came to Albany. At Albany he met a gentleman who took so much interest in his case as to pay his fare to Syracuse. At the latter place he again concealed himself under a car, and came to this city. He says he is going to the Suspension Bridge, and that he has an uncle at work at the "Devil's Hole," near that place. He was taken to Col. Thompson, overseer of the county poor, who gave him the means of traveling safely to Niagara Falls. Depend upon it that boy will make his way through the world on his own hook. [Rochester Union.

Nothing sets so wide a mark between a vulgar and a noble soul, as the respect and reverential love of woman-kind. A man who is always sneering at woman is generally a coarse profligate or a coarser bigot.

Coleridge's Monologues.

[From De Quincey's Essay on Conversation.

Coleridge, unless he could have all the talk, would have none. But then this was not conversation. It was not *colloquium*, or talking *with* the company, but *alloquium*, or talking *to* the company. As Madame de Stael observed, Coleridge talked and *could* talk only by monologue. Such a mode of systematic trespass upon the conversational rights of a whole party, gathered together under pretense of amusement, is fatal to every purpose of social intercourse, whether that purpose be connected with the direct use and the service of the intellect, or with the general graces and amenities of life. The result is the same under whatever impulse such an outrage is practiced; but the impulse is not always the same; it varies, and so far the criminal intention varies. In some people this gross excess takes its rise in pure arrogance. They are fully aware of their own intrusion upon the general privileges of the company; they are aware of the temper in which it is likely to be received; but they persist willfully in the wrong, as a sort of homage levied compulsory upon those who may wish to resist it, but hardly *can* do so without a violent interruption, wearing the same shape of indecorum as that which they resent. In most people, however, it is not arrogance which prompts this capital offense against social rights, but a blind selfishness, yielding passively to its own instincts, without being distinctly aware of the degree