THE DAILY CRESCENT.

FRIDAY MORNING, APRIL 21, 1854.

## AN AMERICAN LOUIS NAPOLEON.

Verily, your liberty without law or morals or mercy or manliness; your liberty that prates of the Rights of Man, and cares not a fig for his duties; your liberty of slaves who, as soon as set free, want, like beggars on horseback, to ride over every body; such Liberty as this, if it could prevail among us, would be just the thing to make every honest man a convert to Despotism.

We want no liberty which, in order to trample on a harmless neighbor and take his possessions from him, would erect our President into a despot, to tread upon us, just as we are to tread down others.

The American people, though, persuaded that Republicanism can be little more than a name in France, yet love the mere hope, the attempt, the bare possibility of Freedom, and looked with a general indignation upon its sudden and formal overthrow, by the famous *coup d'état* of him to whom the nation had confided, under the most solemn oaths, the chief care of its laws. What it detested in Louis Napoleon, the subtle and yet vigorous ruler of a land often before tamed to tyranny, it certainly will not suffer in its own shallow and imbecile chief-magistrate, merely that he may illegally regain that power over this country, which he has proved himself incapable of lawfully wielding.

Yet our good neighbor of the Delta was, day before yesterday, unadvised enough to propose, to the President of the United States, in a long and most elaborate article, just what we have above denounced. The whole article is so remarkable, not only for the Executive conduct which it recommends and the grounds on which it enforces it, but as an example of the real attachment to good principles and to our own freedom which many of these people feel who are so eager to have us set Cuba, Ireland, Hungary and every other land of "the down-trodden" free, that we cannot abstain from asking the special attention of our readers to it, as a thing worthy to be remembered. We copy it entire, therefore, on our first page. Besides the particular theory and plan, it embodies a series of democratic admissions, which we are glad to place upon record.

The theory set forth is, succinctly, as follows: That to conduct successfully a compromise Administration demands either very high character and talents, or a resort to some powerful trick, which may drag all the nation after it, whether people will or not. Such a trick, Mr. Polk played, in getting up the Mexican war without consulting Congress, though in session. By that trick, he obtained the influence, the unchecked power, which before, as a compromise President without character or talents, he had been unable to acquire. Mr. Pierce—equally a compromise President without character or talents—though at first a favorite, has become, from his feebleness, unpopular on all sides and his Administration a failure. To supply, then, his want of character and talents, he must, like Mr. Polk, hold a stroke, a *coup d'état*; and that *coup d'état* must be, the seizure of Cuba: which seizure (the Delta thinks) has already been too long delayed for either our honor or our interest.

Now, besides that it is the President, not Congress, that is urged to take this step; that he is urged to do it *at once*, as could only be done without calling in the uncertain preliminary of Congressional discussion; that it is urged, not merely on motives which only apply to Mr. Pierce, but on such as (the Delta itself avows) would only operate adversely on Congress: it is perfectly plain that the President is here advised *to make a war and seize a foreign country's possessions*, without consulting Congress, though now in session and though, by the Constitution, the only branch of the Government that has the power of making war. And, since he is to do it at once, he is clearly to do it, without waiting for any results of even the negotiations, *which he himself has set on foot!* Nay, it is apparent that he must equally do it, were the concessions already made which he has claimed of Spain. For, not to get such concessions, but the Island of Cuba, is the object and the *coup-d'état*. A seizure and a war, not concession and peace, are needed, to redeem the power and popularity of the President. To acquire this power and popularity is the great inducement held out to him. For though it is, of course, asserted that we want and therefore must have Cuba, yet inasmuch as the mode of getting it advised is only appropriate to the *coup-d'état* and by no means as good for success as would be the letting Congress share in the popularity of a war, it is evident that the Delta thus counsels the President, with a view to his own advantage, not the country's. Besides, the Delta may reasonably argue that usurping the right of making war at his own convenience may be to the profit of Mr. Pierce's power: but not even the Delta can contend that it would be to the public advantage to let the President thus set aside the Constitution, just when he likes.

It thus appears, beyond controversy, that there are, in this country, democratic friends of the President who openly say that, when the Executive is without influence or popularity or character or talents and his Administration is become a failure, he has yet a sure means of retrieving all these, and even of arriving, by a single step, of achieving by a sole act, not merely success, but glory, and a name which shall shine in our annals, alongside of the bright ones of Jackson and Polk. And what are these easy means, this simple resort? He has but, like Louis Napoleon, to enact a *coup-d'état*, to seize upon one of the great powers which the Constitution has prohibited to him, and so plunge the country into a war, without even deigning to hold counsel with anything but his own advantage!

But this is not all: the clever and skillful journal which thus advises is one ever attentive to popularity and is knowing as to what makes it. 'Tis thus no ordinary Judge who holds that among us, usurpation at home and plunder abroad, are the keys that unlock the gates of an unbounded public favor.

Yet again, we have the significant fact that the Delta is one of the zealous adherents and one of the best exponents of all those ultra-democratic doctrines, of all that flaming enthusiasm for Irish, Cuban, Hungarian, Gallic, Italian and all other Liberty, which make the glory and the delight of what proudly styles itself Young America.

And, finally, this is a most pregnant instance of the Filibuster idea of that Freedom which it is so eager to carry from home in usurpation abroad in blood. This is the sort of Republic which these people are dreaming and would give to us as well as all the rest of the world!

There is, however, one slight flaw in the facts which uphold the Delta's theory. The example of Mr. Polk is not altogether so enticing. It is true that, by his *coup d'etat*, he gained a temporary power over the country; but he made Gen. Taylor President, and he upset not only himself but his party.

PLACIDE'S.—The benefit of Mr. John Calder, the treasurer of this theatre, takes place this evening. Mr. Calder has gained a host of friends during his connection with the Varieties, by his business capacity, his courtesy and his amiability, so that we shall expect to see the Varieties crowded to-night. "As You Like It" is to be presented, the representation of which, by the by, we observe, is being improved nightly by Mr. Placide's excellent company.

## THE ELECTION TO-DAY.

We have no doubt as to the result of the vote to be taken to-day, but a word in relation to the matter may not be out of place. We presume the question at issue is fully understood by every one who has paid the least attention to it—whether the direct taxation in aid of the two great railroad projects shall be continued, or whether the city shall subscribe to their capital stock and issue bonds payable twenty years hence in lieu thereof. It is not a question of whether the city shall lend its aid to the construction of these roads. That has been decided already. It is but a proposition to *change the means* of rendering that aid, and the measure proposed will, if adopted, prove immensely beneficial to the city and to the two companies. It will relieve our property from the immediate pressure of a portion of its present heavy taxation, and substitute in place thereof the prospective payment of bonds, twenty years hence, at a period when this city will probably have become one of the richest marts of commerce on the continent, by means of these great channels of intercourse and barter themselves. It will place the subscription in a shape to be rendered immediately available for its purposes, and thus secure the speedy completion and success of the magnificent enterprises contemplated, and hasten the immense benefits which the city will surely reap therefrom.

Our attention has been directed to an anonymous handbill, calling upon the voters to save themselves and the city from impending bankruptcy, by defeating what it calls this scheme for their utter ruin. It characterizes the measure as an additional special tax in aid of distant and speculative railroads! This is an unblushing and direct falsehood, intended to deceive and blind the people as to the real objects contemplated, for the main feature of the proposition is (as we have already stated) to withdraw the immediate special taxation, and substitute therefor the payment of city bonds several years hence. To the city the beneficial results of this wise step will be almost incalculable, and the minds of all intelligent and unprejudiced persons must come to the same conclusion in regard to it. Let the voters ponder it, and calculate the weighty interests depending upon their decision.

We refer the reader to interesting correspondence in another column, touching this matter.

DEATH OF MR. JOSEPH COLIN.—With that hearty and strong regret which moves us, when a man of humble but invariable worth dies, just as much as if he had been a Prince, we record the death of Monsieur Joseph Colin, the Treasurer of the Orleans Theatre, we know not for how many years past. He had, at any event, been a trusted officer of that excellent establishment, ever since the year 1809.

We had the pleasure and esteemed it an honor to know this most worthy man. He was the very image of useful, simple-hearted love of duty; never having swerved from it, never neglected it, in the whole course of his long service, much as it exposed him to temptation. Nor did his integrity and deliligence exceed his gentleness and kindliness of heart. A better man than Joseph Colin, there could hardly be.

He died at 6 P. M. yesterday. His body lies at No. 148 Dumaine street; and will be taken thence to its last resting-place, at precisely 5, this (Friday) evening.

### Latest from the Havana.

By way of Mobile, we have received our files of Havana papers up to the 10th.

The Cubans are congratulating themselves on the working of their new system of imported laborers, apprentices not slaves and whites not negroes. Cargoes of them are beginning to arrive. The ship (Spanish) *Encarnacion*, of five hundred tons, lately came into the port of Havana, from Macao, in one hundred and twenty-nine days, with three hundred and ninety-two out of a cargo of four hundred Chinese laborers, shipped there. We need hardly say that this mortality of only eight out of such a ship-load speaks very favorably of the humanity of the shippers, as compared with that of the people who bring emigrants to this country from Liverpool; and contrive, even in that far shorter passage, to destroy human life at a far greater rate.

The correspondence of the *Diario* from this city contains a long notice of the scene at our late municipal election—the purjuries, the bludgeons, and finally the deadly affray of the citizens with the bullies.

The Captain General has issued an order of many clauses, regulating, in the minutest particular, the great local diversion of bull-fights.

When we have said that there is no further news of interest, we shall not have need to add that the journals are very barren.

Thanks to the steamer Sultana for late papers and her manifest.

We are indebted to the Clerks of the steamers H. D. Bacon and Pacific for St. Louis papers.

General Twiggs has established his headquarters at St. Louis.

Professor Dimitry's lectures at Mobile seem to be well attended, and are highly spoken of in the newspapers.

ACCIDENT ON THE RIVER.—The towboat, Yankee, Captain Fithian, having in tow the ships Eliza Mallory and Orphan, brig John S. Gittings, and schooner H. L. Scranton, left the wharf opposite the lower end of the Vegetable market, Second District, last evening about 6 o'clock. After rounding out from the wharf, the schooner H. L. Scranton broke her hawser, got foul of the brig John S. Gittings, and before the Yankee could get them clear, she drifted in close to the shipping in the Third District. The John S. Gittings came in contact with the ship Ashland, lying at post 46, carrying away the Ashland's fore topsail yard and bulwarks; and the Gittings had her fore yard, fore topsail yard, topgallant mast, fore topgallant and royal yard and fore topmast, carried away; also fore and main rigging, on the larboard side, and all the gearing, bulwarks and rails, besides tearing the mainsail and damaging the hull considerably. The other vessels received no injury. The Yankee afterwards proceeded to sea with the ships Orphan and Eliza Mallory.

LOUISIANA.—We have reports from many parts of the State of heavy freshets, which have done considerable damage to the planting interests.

An affray occurred on Sunday last at Baton Rouge, between a man named Mullick and another named Finch, during which the latter received wounds of which he died on Tuesday.

We learn from the Trinity Advocate that Mrs. Lebam, of Caldwell parish, was drowned on the night of the 11th, in "Three Mile Bayou," near that place, under the following circumstances: Her father, Col. Thomas, liv-d a few miles above Trinity, and she, accompanied by her brother, arrived at Trinity about 9 o'clock in the evening on the way to her father's residence, and took a road that could scarcely be traveled in the day time, which crossed "Three Mile Bayou" above that place. When they reached the Bayou—not knowing it to be one, but supposing it to be a pond, they attempted to cross, and she, riding ahead, fell into the channel, and in spite of the efforts of her brother to rescue her was drowned. Her body was the next day recovered. The deceased is said to have been a lady of great worth, and leaves a family, a husband and two children.

A meeting of the citizens of East and West Baton Rouge was held in the court-house of the last named parish on the 15th, to celebrate the Reform Triumph in this city. Speeches were made and resolutions passed, applauding the conduct of the Reformers in the late election. The Reform victory here seems to be a cause of great rejoicing throughout the State.

THE LATE FREZES.—Reports received from the country in every direction state that the late cold spell of weather has, at this season of the year, been almost unprecedented. In this city and in the country around there was a frost, and in some parts ice was formed. The growing crops will be seriously retarded, and planters will be put to great expense in re-planting, etc.

# LATEST TELEGRAPHIC NEWS

TO THE NEW ORLEANS DAILY CRESCENT.

By the Southern Line.

**Three Days Later from Europe.**

**Arrival of the Asia.**

**Cotton More Active—Flour and Corn Easier.**

CONSOLS ADVANCED.

### A VICTORY FOR THE TURKS.

NEW YORK, April 20, 12:35 P. M.—The Cunard steamer Asia arrived at 12 o'clock from Liverpool, bringing dates to the 8th inst., three days later than were received by the Arctic. Her advices announce more activity and firmness in the Cotton market, but a declining tendency in Flour and Corn. The following is a summary of the commercial and general intelligence:

LIVERPOOL MARKETS.

LIVERPOOL, April 8.—There has been a more active demand for Cotton since the departure of the Arctic, and prices are firmer, though without quotable change. The sales for the week reach 34,000 bales, of which speculators took 3000 and exporters 2000 bales. The following are the closing quotations: Fair Orleans, 6¾; Middling Orleans, 5¾; Fair Uplands, 6; and Middling Uplands, 5¼d. per lb. Flour has not been so active and Western Canal and Ohio are quoted at 37s. per bbl. Yellow Corn, 41s, and White 42s. per quarter. Lard is quoted at 56s. per 100 cwt.

MONEY MARKET.

The Money market is easier and Consols have further advanced. They are quoted at 87¾.

STEAMERS ARRIVED OUT.

The steamer Arabia arrived out, at Liverpool, on the morning of the 8th, and the Washington, at Southampton, on the same day.

EASTERN AFFAIRS—A VICTORY FOR THE TURKS

No engagement has yet taken place between the allied and Russian forces in the Baltic. The allied fleet has entered the Black Sea.

The Turks have gained a victory in Bessarabia.

AUSTRIA.

Austria still pursues a wavering and undecided policy, and nothing positive is yet known as to her future course.

FURTHER BY THE ASIA—EASTERN AFFAIRS.

NEW YORK, April 20, 3:50 P. M.—The Russians are dismantling the fortresses at Ostend and other places. The allied fleet in the Black Sea is about to make a movement in conjunction with Omar Pasha. The fleet had steered toward Varna. The Russians are razing all the fortresses in Dobraldscha.

AUSTRIA.

It is reported that Austria will consider the passage by the Russians of the Balkan Mountains, cause of war. The negotiations between Austria and Prussia are not yet closed.

HAVRE COTTON MARKET.

HAVRE, April 5.—The Cotton market has been quiet, and the sales of the past week reach only 6500 bales. Prices are unchanged.

By the National Line.

EASTERN AFFAIRS.

Lord John Russell had in Parliament confirmed the statement that Austria was concentrating large forces of troops on the frontiers of Servia, but as negotiations with Russia were still in progress, he could not state what course she would pursue. The English and French Governments unanimously reject the proposals of the Czar, contained in his letter to the King of Prussia.

FAST DAY.

The 26th of April has been set apart as a day of fasting and prayer throughout England.

THE WRECK OF THE POWHATAN.

NEW YORK, April 20.—One hundred and twenty of the bodies of those lost by the wreck of the ship Powhatan have washed ashore up to this evening.

DEATH OF AN EX-U. S. SENATOR.

BOSTON, April 20.—The Hon. John Davis, formerly U. S. Senator from Massachusetts, died at his residence in Worcester yesterday.

OHIO RIVER—STEAMBOATS.

LOUISVILLE, April 20.—The river is still rising at this point, and there is now sufficient water on the falls for the largest class of boats.

The steamers Henry Lewis and Madison have arrived from New Orleans, and the Antelope and Empress have departed for that port.

CINCINNATI MARKETS.

CINCINNATI, April 20, 12 M.—Flour continues in good demand, with sales to-day at $7 to $7 10. Whisky 20½c. per gal. The Provision market is dull and no sales of consequence are reported.

OHIO RIVER.

PITTSBURGH, April 20, 12 M.—We now have ten feet six inches water in the channel, and the river is falling.

CINCINNATI, April 20, 12 M.—The river has risen two feet six inches since last evening.

## FROM WASHINGTON.

Special Correspondence of the New Orleans Crescent.

WASHINGTON, April 14, 1854.

The Senate improve in the way of holidays; they adjourned yesterday, (Thursday) until Monday, and the House adjourned from this day until the same time. These adjournments are not without some excuse, although generally opposed by a small band of economists; the recess gives members an opportunity to transact business at the Departments and bring up their correspondence. It must be confessed, however, that there is a lamentable waste of time during the sittings, with the House, where, under the abominable rules which govern this body, it is in the power of a very few men to delay and obstruct all business.

An important bill was passed by the House this morning, which may be regarded as an appendage to the Homestead bill now before the Senate, as it is to graduate and reduce the price of public lands to actual settlers after the manner following, to wit: all lands which have been ten years or more in market, and are unsold, shall be subject to sale at $1 per acre; if fifteen years or more, at 75 cents per acre; twenty years or more, at 50 cents per acre; twenty-five years or more, at 25 cents, and thirty years or more at 12½ cents per acre. The bill provides that any person proposing to take advantage of its enactment, shall make affidavit that he or she enters the land for actual use or the use of an adjoining farm or plantation, owned or occupied by him or herself, and that he or she has not acquired from the United States under the provisions of this act more than three hundred and twenty acres. This measure was passed by a vote of yeas 83, to nays 64.

After passing one private bill and partially considering another, the House took up the West Point Academy bill, and considered two amendments of the Senate, one of which was to appropriate $20,000 for constructing a hall for cavalry exercise. Mr. Benton ridiculed this proposition without stint, and said that a Utah Indian boy, of five years of age, would drive off cattle from outside any stockade which was garrisoned by such effeminately trained troops. Without disposing of the question, the House adjourned.

I understand that the Committee on Commerce are ready to report a bill for the improvement of rivers and harbors, as soon as an opportunity is given, and that among the appropriations proposed is one of $333,000 for the mouth of the Mississippi. CHRONICLER.

FRANCE AND HAYTI.—Admiral Duchesne, with a small French fleet, paid a visit to Port au Prince in the beginning of March, and at the cannon's mouth, demanded the payment of some $300,000 indemnity money due to France, which Emperor Soloupe finally paid, although it is said he at first contemplated resistance, and sent orders to Cape Haytien and other places to have the various regiments ready to march upon the capital. [National Intelligencer.

SCHOONER NEBRASKA STRUCK BY LIGHTNING.—The schooner Nebraska, Capt. J. Washington, bound from Port Lavaca, Texas, to New York, with a cargo of cotton, wool, hides, molasses etc., was struck by lightning, says the Mobile Tribune, on the morning of the 14th inst., when about 40 or 50 miles Southwest of Ship Island Shoals, and was, with the cargo, a total loss. The crew were picked up by the Martha Ann, bound from Port Lavaca to Mobile, and taken to the latter port.

FAILURE.—*New York*, April 13.—One amongst our heaviest grain and flour houses failed to-day. It has a large branch in Philadelphia. The liabilities are supposed to be $250,000. Other failures are apprehended.

SOUTHERN METHODIST CONFERENCE.—The general conference of the Methodist Church, South, will meet in Columbus, Ga., in May next, and among the most important business will locate the Methodist Book Establishment.

## NEWS OF THE CITY.

BOARD OF ALDERMEN.—This body held an adjourned meeting last evening, Mr. Caldwell in the chair, and eight members present. The reading of the minutes of the previous meeting was dispensed with, and a message from the Mayor, the substance of which we gave in our last report of the Assistant Board, was read and disposed of.

The amendments by the Lower Board to the ordinance granting to the Opelousas Railroad, the privilege of establishing a ferry and leasing a portion of the Levee at Canal street for the erection of a depot, were taken up and a portion thereof concurred in. Some other trifling amendments were tacked to the ordinance by this Board, and it was then adopted.

The amendments to the ordinance concerning the city printing were concurred it.

The resolution from the Lower Board to pay to the counsel employed by the city in the McDonogh Will case the sum of $100,000, was also concurred in.

The ordinance from the Lower Board providing for the sale of a right of way for a railroad from the depot of the Carrolton Railroad on Baronne street to the United States Barracks, or thereabouts, was taken up, and after considerable opposition from Messrs. Irwin and Gilmore, was adopted.

The ordinance from the Lower Board, abolishing the Chain Gang, City Storekeeper, etc., was taken up and referred to the Police Committee.

The ordinance reducing the Police force and abolishing the office of Chief, was disposed of in the same manner.

A motion was then made to designate the places of holding the election for three Aldermen from the First District.

Mr. Bailey stated that he had obtained the opinion of the City Attorney upon the former resolution of the Board calling upon the Mayor to order the new election, and said opinion was to the effect that the order emanating from the Mayor would be illegal, and that the Board should at once order the election itself.

A resolution was then passed ordering the election to be held on the second Monday of May next, the 18th, and the Board then proceeded to designate the places of holding the polls and appoint the inspectors.

Shortly afterwards the Board went into secret session and the reporters adjourned.

FIRST DISTRICT COURT—*Judge Robertson.*—August Hillman and James Dougherty were tried before this court yesterday on separate charges of larceny and found guilty.

William Welsh and Christian Hines were tried on similar charges and acquitted.

Pat Winters, Patrick Coleman and Bernard Weyser were tried on separate charges of assault and battery and found guilty. The two latter were recommended to the mercy of the court.

CHARGE OF VIOLENT ABDUCTION.—An affidavit was made before Recorder Ramos on Wednesday last, by Mr. James Wood, charging one Patrick Ryan with having seized deponent's sister, Honora A. Wood, in the street, forced her into a carriage, taken her to the Lake, and on board the steamboat California, where she appealed to the Captain for protection, who immediately arrested Ryan and conveyed the parties to Mobile; on reaching that city, Capt. Frost immediately telegraphed deponent, stating the whole matter, and informing him that he should return to the end of the Lake Pontchartrain Railroad early yesterday morning. Deponent therefore desired a warrant for the arrest of Ryan when he should arrive, which was granted, and the accused was duly seized and brought to the police office of the Second District, yesterday morning. We publish entire the following affidavit, made by Mr. James Wood, after the arrest of accused, as it gives the full particulars of the charge:

"On Monday, the 17th instant, between the hours of 3 and 4 in the afternoon, at or near the corner of Conti and Claiborne streets, and when affiant's sister, a minor, aged about seventeen years, and named Honora A. Wood, was returning from school, a ruffian named Patrick Ryan, by birth an Irishman, seized and took hold of her, and, there being no one present to come to her aid, forced her into a carriage ready drawn up and open, the driver of which being a black man, driving for one Richard Condon, in the Third District of New Orleans; that as soon as she was thus forced in, said Ryan jumped in, and by threats and blows attempted to silence her, at the same time threatening the driver to shoot him if he stopped or turned; that then the carriage drove as fast speed to the Old Shell Road, the toll-gate whereof they passed without stopping to pay, as usual; and then, said affiant's sister having lost all hope of assistance till she could reach the lake, yielded to the threats of said Ryan, and ceased calling for assistance, promising to follow him if he would not abuse or ill-treat her any more; that on arriving at the lake end of the road, the carriage not being able to drive up to the lake end of the railroad, he compelled her to follow him, walking to the wharf, threatening to kill her if she disclosed anything; that, notwithstanding this last threat, she, in passing a waiter at the door of an eating-house, begged him in a low tone to send her an officer; which being overheard by said Ryan, he hastened off with her; but being on board the steamer California, he entered her for Mobile as his sister; but once on board, affiant's sister, regardless of threats she could no longer fear to see put in execution, rushed to the Captain and begged his protection, exposing the infamous conduct of Ryan, whereupon Captain S. B. Frost at once took her under his protection, and not being able, for want of time, to see her home in safety, kept her on board, and at the same time secured the man Ryan, and also took him along with him to Mobile, whence he dispatched affiant a telegraphic dispatch, informing him of the facts, and of the time when he should return, to have Ryan placed in the hands of justice and the girl restored to her afflicted mother. JAMES WOOD."

Ryan was released upon giving bail in the sum of $2000 for his appearance. We believe there are generally "two sides to a story," and we shall not hazard an opinion about the entire truth of the above story at present.

*Fell Among Thieves.*—Corporal Algeo, just before daylight yesterday morning, stumbled over a fellow lying stretched across the pavement on Baronne street in a state of complete nudity. He was entirely too drunk to be ashamed of himself, or to inform the officer how he fell into such an unbecoming and sorrowful plight, and was accordingly taken to the calaboose of the First District, staggering unblushingly along in his primitive garb to the great consternation and scandal of sundry unfortunate married women who happened to be abroad at that early hour. At a later hour his scanty wardrobe was slightly replenished and he was brought up before the police court, Recorder Summers having previously sent certain ladies out of the room lest considerations of decency might have been neglected in the new outfit of the prisoner. He turned out to be a Dutchman, and his own story of the matter was something like this: "Ich bein vash met mit two Doochmen oon der street last night, oon we all trink oon trink till I don't know noting; oon ten I wakes, oon ter tam Doochman be gone mit mine coat, mine hat, mine bantaloons, mine shirt, mine shoes, mine chrysting vat I got, oon ten tollar in ter bocket."

In consideration of his misfortunes and the fact that he had no money wherewith to pay a fine, the Recorder mercifully permitted him to depart, with a warning that if caught in such a predicament again he would be sent to the workhouse.

*Dangerous Barber.*—A slave named George Washington, who was arrested some days ago for assaulting a free man of color and cutting him dangerously in the side with a razor, underwent an examination before Recorder Summers yesterday and was committed before the criminal court for trial on a charge of attempt to murder.

RECORDER'S COURT OF THE SECOND DISTRICT.—We mentioned yesterday that a man named John Noonan had been stabbed on board the steamboat Alice Glaize, and sent to the Charity Hospital. An affidavit was filed yesterday in this court by Noonan (who it appears was not much hurt) against a pilot named Capps, who also made a statement under oath that he stabbed Noonan in self-defence. Capps was required to give security for his appearance.

*Larceny.*—Mattio Maghe, the coffee-stand keeper from whom the sum of $715 was stolen, has made another affidavit in relation to the matter, charging Lucas Seccolowitch, *alias* Guedello, and Marie Juliette Labond with having stolen said money. Warrants were issued for their arrest.

*Charge of Robbery.*—A warrant was issued yesterday for the arrest of John Roach, *alias* O'Neil, a cab driver, on a charge of having robbed a lady of two gold rings and her mantilla while she was airing herself in his cab on the Bienville street road.

*Breach of Trust.*—Antonio Sergue was sent before the Criminal Court for wrongfully retaining possession of a sum of money belonging to Mr. Garcia.

*False Pretences.*—A deposition was made in this court yesterday charging Alfred Mayre with having obtained a piano from the store of Mr. Faivre, on Royal street. Warrant issued.

PRIZE REMEDY FOR CHOLERA.—A bequest of one hundred thousand francs has been made to the French Institute by M. Breant, as a premium for the discovery of means of curing the Asiatic cholera or of the cause of the pestilence.

Ex-President Fillmore has abandoned his intention of going to Cuba. He will visit Charleston and Savannah and Nashville and then return directly to the North.

Hon. Thos. L. Dobbyns, formerly a member of the Legislature, from Jefferson county, Miss., died at Fayette, in that State, recently.

The dwelling-house of Mr. Joseph Lively, near Jacksonville, Ala., was burnt a few days ago and his little child perished in the flames.

## INTERESTING CORRESPONDENCE.

**New Orleans, Jackson and Great Northern and Opelousas Railroad Companies**

NEW ORLEANS, April 20, 1854.

*Hon. C. M. Conrad*—Dear Sir: We have received your letter of the 18th inst., and have to thank you for the valuable suggestions you have been pleased to make in connection with the important railroads with which we are associated, and which in every respect will, on completion, secure all of the many advantages you have so clearly stated.

If a favorable decision is rendered by the citizens on the question of substituting the bonds of this city in lieu of the real estate taxes, as a subscription to the stock of our companies, their capital will be so considerable in amount, and placed on a basis so reliable, that investments in a preferred and irredeemable stock or mortgage bonds would, for all time to come, carry with them a security that will forever remain undoubted while New Orleans stands a city; and, as you have truly remarked, while "she exists the railroads will exist."

Deeming the suggestions of your letter of great public importance, we take the liberty of giving them publicity.

With assurances of our highest regard, we are, very respectfully, your obedient servants,

JAMES ROBB, Pres't G. N. R. R. Co.,
J. H. OVERTON, Pres't G. W. R. R. Co.

NEW ORLEANS, April 18, 1854.

*Gentlemen*—The deep interest I take in the enterprises over which you preside, must be my apology for troubling you with this communication.

It is of the utmost importance to New Orleans, not only that these works be completed, but that they be speedily completed. Every day is precious. New York, Philadelphia, Baltimore, Charleston and Savannah, are all busily employed in the construction of railroads to divert a portion of the trade of the valley of the Mississippi from the channel in which nature seemed to have decreed it to flow. It must be admitted that in these efforts they have been partially successful. Obstacles, which a few years ago were considered insurmountable, have been overcome. Mountains have been leveled or penetrated and valleys filled up, and cities between which, a few days ago, no commercial intercourse could exist except by a long and circuitous route, requiring weeks for its performance, are now, as if by some magical process, brought into close proximity with each other.

In the meantime, while these cities have been every day drawing nearer and nearer to each other, New Orleans has remained stationary. She is no nearer to St. Louis, Louisville, Cincinnati and Pittsburgh, than she was ten years ago. Relatively speaking, therefore, she is further off, and the effect of this change has already, to some extent, been felt in our trade and in the diminution of that travel and social intercourse, the effect of which, on the prosperity of a city, is not, perhaps, sufficiently appreciated.

With regard to the Western Road, the arguments in favor of its early completion are equally cogent. The most important object of this road is to connect New Orleans with Middle and Northern Texas. All accounts concur in representing that region as one of the finest in the world. Where are the products of this vast region, destined at no distant period to contain a numerous population to go, and whence are its supplies to be drawn? Some will reply "New Orleans, of course," and will thence conclude that there is no need of our troubling ourselves about the matter. But this is an error. Texas has ports of her own, ports daily increasing in population, in wealth and commercial enterprise. Is it to be supposed that these young and vigorous communities will suffer the teeming treasures of their own State to be poured into the lap of a more fortunate rival in another State, if they can prevent it? On the contrary, we know that they are straining every nerve to draw these treasures to themselves, and towns whose names are not to be found on a map more than ten years old, have embarked with an energy proportioned to the value of the prize for which they are contending, in the construction of roads leading to Middle and Northern Texas. State policy and State pride combine with private interests to aid them in this effort, and if New Orleans should slumber in quiet security, and an overweening confidence in the advantages of her position, she will assuredly wake up one day and find the products of Northern and Middle Texas pressing by her door on their way to New York, precisely as those of Southern Texas are now doing. But even supposing that this apprehension is unfounded, and that this land of promise must ultimately belong to New Orleans, why should she not at once take possession of her rich inheritance? A railroad to the country would accelerate its growth and settlement by half a century, at least. Why, then, suffer it to remain waste and unoccupied, and transmit it in a desert state to our children and grandchildren, when, by a slight exertion, we can

"Make it to blossom like a rose."

and reap a rich harvest from its cultivation.

An additional reason for the prompt execution of this road is, that it is the first and most important link in the chain of the Southern route to the Pacific. Texas has just made a most liberal provision for a road in that State meeting it on her border, and extending thence to the Rio Grande. When these two roads shall be completed, more than one-half of the distance between the Mississippi and the Pacific will have been accomplished, without the aid of the General Government. It is evident that in the struggle that is now going on between the advocates of the different routes, this circumstance alone (supposing that in other respects it be equal, and there is every reason to believe it superior to its competitors) will give to the Southern a decided advantage over them.

Am I not right, then, gentlemen, when I say that, in regard to the completion of these roads, every day is precious?

It appears, by your reports that, owing to unforeseen circumstances, the companies have not succeeded in realizing money from their resources as rapidly as they expected.

I concur in the sentiment recently expressed by one of you, that it would be a matter both of policy and of just pride to the States and cities interested in these magnificent enterprises, that they should, as far as practicable, accomplish the object without resorting to foreign aid. The proposed substitution of corporation bonds for individual contribution, which has been recently authorized by the Legislature, will, I have no doubt, greatly facilitate the companies in this desirable object. The object of this communication is to suggest another method by which the city, in its corporate capacity, can afford the companies considerable aid, and that, too, without imposing any additional burthen on her inhabitants. If I am not mistaken, the effect of the decision recently rendered by the Supreme Court of the United States in the suit growing out of the will of the late John McDonogh, is to vest the estate in the cities of Baltimore and New Orleans untrammeled by any of the conditions imposed by the testator. Nevertheless, although it is said that corporations have no souls and therefore no conscience, corporators have sometimes both, and whatever may be the legal obligation of the city, I have no doubt the citizens of New Orleans will consider themselves morally bound to carry out the wishes of the testator in regard to the estate as far as this can be done consistently with the public good. What was the object of the testator? It was to provide for the establishment and perpetual support of certain charitable institutions. Now although the means by which he sought to attain this object have (very properly, I think,) been pronounced illegal and impolitic, the object itself must be admitted on all hands to be praise-worthy, and it only remains for the city to accomplish it by other means.

In this country, where public stocks are always moderate, desirable at comparatively short periods, great difficulty is often experienced in making investments for any permanent object. I believe that railroad stocks judiciously selected, are generally considered preferable to any other for such purposes, as they are both more secure and more permanent than stocks in trading or manufacturing companies. Few railroads can offer greater advantages for such purposes than those over which you respectively preside. As long as New Orleans shall exist they must exist; as long as it shall increase in size and commercial importance they must increase in value.

My proposition then, is, that so much of the estate of McDonogh as appertains to New Orleans shall be invested (on such terms and conditions as may be agreed upon) in the stock of these two companies, or in an irredeemable loan to the companies. The dividends or interests on which, (or so much thereof as may be necessary) to be applied to the establishment and perpetual support of the institutions designated in the will of the deceased.

The conditions and guarantees on which this investment will be made, must, of course, be a matter of arrangement between the companies and the city. I would suggest, however, that if it be made in the form of a loan to the companies, it should be secured by a mortgage on the roads, or if in the form of a subscription to stock, that the companies should guarantee annual dividends on the same at a certain rate, say 6 or 8 per cent, to be paid before any other dividends can be made. Your own experience in such matters may, however, suggest some other plan.

By this mode of investing its interest in this large estate, the city will at once faithfully discharge her duty as a trustee, in carrying out substantially the wishes of the testator, and will expedite the completion of two enterprises, which must be productive of inestimable advantage to all classes of inhabitants. I will add, too, that if the law recently passed authorizing the substitution of city bonds for the tax on real estate, be approved, (as I trust it will be) by the popular vote, the city will, in its corporate capacity, become largely interested in these companies as a stockholder.

McDonogh repeatedly assigns as the motive of his munificent bequests, his wish to benefit the poor of New Orleans. By this mode of investment the poor will be benefitted in several ways. First—By the institutions proposed to be established. Second—By the employment which the companies will always afford to a multitude of laborers. Third—By the diminution which these roads will occasion in the price of provisions, of fuel, of lumber, and consequently, of rent. Fourth—By the diminished cost of travel and transportation.

I consider it not the least recommendatory of this plan of disposing of the fund, that it will put an effectual stop to all further litigation in regard to it, and will take the management of it out of the hands of a public body, where it would, in all probability, prove a perpetual source of political intrigue and corruption, and place it in those of a private corporation. The experience of other cities admonishes us that these magnificent bequests to large cities for charitable uses, but too frequently, from the abuse they engender and the controversies they give rise to, prove to be curses instead of blessings, to the cities they were meant to benefit.

If you approve of this suggestion, it will be for you to take such measures as you may deem proper, in order to bring the matter before the municipal authorities. In case it should be agreed on, some legislation might be required to carry it into effect; but that could easily be obtained before any considerable portion of the estate could be converted into cash.

I remain, gentlemen, very respectfully, your obedient servant, C. M. CONRAD.

Messrs. James Robb, President of the New Orleans Jackson and Great Northern Railroad Company; John H. Overton, President of the New Orleans, Opelousas and Great Western Railroad Company, New Orleans. apl21

Correspondence.

NEW ORLEANS, March 25, 1854.

DEAR SIR—GEORGE D. ROBB, late captain "Dragoon of Chalmette," has attained old age in our midst, in the service of his country. Surrounded by a numerous family, poverty has laid its heavy hand upon him, which, deprived of the sleeve of youth, he is unable now to shake off, unaided.

It is proposed, therefore, to tender him a benefit at your theatre, should it meet your approval, at an early day, to be named by you, on which occasion, a proper appreciation of his merits will doubtless bring together a host of the noble-hearted, generous sons and daughters of the Union, and tangible relief be afforded.

With great respect, your obedient servants,

WM. W. W. WOOD,
H. FORNO,
A. D. CROSSMAN,
J. R. WALTON,
J. LLOYD LEWIS,
M. M. REYNOLDS, etc.

ST. CHARLES THEATRE, New Orleans, April, 19, 1854.

*Messrs. Wood, Forno, Crossman, Walton, J. L. Lewis, M. M. Reynolds, etc.:*

GENTLEMEN—I have received your letter, requesting me to set apart a night that you might give "Jordan" a benefit. I am glad to have it in my power to second your views. I have fixed upon MONDAY, April 24, for the benefit, and trust it may meet with your approbation.

Yours, truly, B. DEBAR.

CANCERS CURED.—Dr. Frazee has the honor to inform the public that he is prepared to treat all cases of this fatal disease; and he will GUARANTEE A CURE IN EVERY CASE, except when more vital organs may be seriously affected. Even then, the sufferer may obtain much ease; and, if not afflicted with Concerous affections are invited to visit Dr. F. Consultations and advice free. As an evidence of his sincerity and his confidence in his system of treatment, Dr. F. will undertake to cure every case of Cancer presented, and make no charge until the patient is cured. Patients cured without pain or the use of the knife. Twenty Dollars sent by mail will secure a package of the CANCER SPECIFIC, with full directions for use. Address DR. FRAZEE,

Office, 78 St. Charles street.

RUPTURES CURED.—Sherman's Curative Patent Truss and Rupture Remedy is a relief and comfort and certain guarantee in the cure of all Ruptures. To secure a good fit, apply to the proprietor's establishment, 76 St. Charles street, and inquire for Dr. Sherman. For further particulars, see advertisement on third page, or apply to the store for a descriptive pamphlet. feb13 1y

**Arrivals at the Principal Hotels.....April 20.**

ST. CHARLES....R M Dunnally, A J Vaughan, A J Williams, J Beneghead and lady, Miss Hill and