THE DAILY CRESCENT.

MONDAY MORNING, JUNE 6, 1854.

☞ The Proprietor of the Crescent will pay no bill contracted by any person attached to the office, without a written order.

Report of Mr. Troost.

Our readers are referred to the report, in another column, of Mr. Lewis Troost, Engineer of the New Orleans and Mobile Railroad, upon the physical advantages presented by this route for direct railroad communication with Mobile, and the immense benefits which the cities of New Orleans and Mobile will derive from the success of the enterprise. We hope it will be read by every person who takes any interest in the matter, and especially by those who have labored so zealously and so industriously, but thus far without the shadow of success, to defeat the road.

The people of New Orleans, collectively, have already given their unqualified assent to the general proposition that the success of a part of or all the railroad enterprises in progress, or contemplated by our city, will be necessary to its future commercial prosperity, to say nothing of supremacy. Few will be found benighted enough in intellect to deny this, and we may say that the three great roads, which have occupied so large a share of public attention for some time, have no enemies, except those who have been made such from considerations of personal interest. There is not the least danger that they will survive all opposition of this character.

The report of Mr. Troost is an able though brief document, and may be received with confidence as emanating from a person who understands the subject thoroughly upon which he speaks, and is eminently qualified in other respects to perfectly discharge the duties of his important position. In speaking of some of the main results of the completion and operation of this road, one cannot fail to perceive that, basing his argument upon admitted, undeniable premises, he draws his inferences and conclusions in that forcible, concise and clear manner which carries the conviction of irresistible logic. If there can be found any disinterested opponents of the road, we think a careful perusal of this report will go far towards satisfying their scruples.

Zinc Paints.

In consequence of our market having been, heretofore, so sparingly supplied with this article, it is not to be wondered at that the many advantages it possesses over lead is not so well understood as at the North, where it has been thoroughly and extensively tested for the past four years.

The initiative step has been taken by the New Jersey Zinc Paint Company of appointing an agent for this State, whom they will keep constantly supplied. The New Jersey Zinc is the oldest company, and, we believe, the only one of any extent in this country. The reputation of their paints is firmly established, and the No. 1 or snow white will compare favorably with that manufactured by the celebrated Montagne Company of France, while the price is much lower.

In directing public attention to the introduction of the zinc paints in our market, we propose to point out a few of the benefits to be derived from its general use, when it will be seen that it is of more importance than it would appear at first glance.

On the score of health, which has more weight in our mind than all else, it is entirely free from poisonous properties, and apartments just painted with white zinc may be slept in with impunity. Lead, on the other hand, is known to be destructive of health, and often life, and sleeping rooms painted with lead paints, according to the best authorities, should not be used for weeks after. White zinc retains its brilliancy and whiteness, becomes exceedingly hard and durable, and is easily cleaned by washing. White lead turns yellow, requires frequent scouring to be kept clean, which soon removes the paint.

White zinc will cover 50 per cent. more surface than the same weight of white lead, thus rendering it more economical, to say nothing of the greater durability and beauty of the zinc. These are a few of the advantages of the zinc over lead, and sufficient, we should suppose, to induce at least a trial. We have examined into the matter to our own satisfaction, and hope the result of our convictions will cause others to regard it worthy of consideration. Among the numerous testimonials before us, we notice a report of a special committee appointed by the "New York Board of Assistant Aldermen," wherein it was recommended, and a resolution adopted, that the "Commissioner of Repairs and Supplies, and all other officers and agents of the city," be instructed to use the New Jersey zinc paints upon its property. We have no space for further extracts, but recommend those interested to the agents of the company, Messrs. Bogert, Williams & Co., where every information can be obtained.

JUVENILE BOOKS.—As numbers of our citizens are sending their families to their country seats, or over the lake to spend the summer, it would be advisable that they supply themselves with such school and other books for the juveniles, as may be required during their absence. We therefore recommend a visit to our friend, Thos. L. White, No. 105 Canal street, who, (it will be seen by reference to his advertisement in another column,) has on hand a large assortment of books of this description which he offers at low prices.

LUNG FEVER.—This disease, so prevalent at present among horses, is very successfully treated by Dr. Elliott, the well-known veterinary surgeon, and we advise all those who would avoid "quack nostrums" in a dangerous disease to place their animals in his hands in time. This disease has been called by some "rheumatism." Dr. E. insists that it has as much similarity to rheumatism as chicken-pox to water farcy. When doctors disagree who shall decide? We are inclined to the belief, from the number of cures effected by Dr. Elliott, that he has the call.

SUSPENSION OF BUSINESS.—It will be seen by a notice in another column that business on the Sugar Levee has been suspended for a period of about three months.

PERSONAL.—We invite attention to Mr. Lewellen's card in this morning's edition, together with certain correspondence. It is in answer to a publication of some days ago.

PROFESSOR DE MARSAN.—This accomplished French instructor, intending to be absent from the country for some three or four months, on a visit to Paris, would have us apprise his pupils, and those desiring to become so, that on his return from Europe, early in the season, he will recommence his professional duties in this city.

We are indebted to the civility of the Clerk of the steamer A. L. Shotwell for late Louisville papers; also to the Clerk of the steamer Duke for Cincinnati papers of the latest date.

MRS. ROBINSON CONVICTED OF MURDER.—The jury in the case of Henrietta Robinson, (lately tried in Troy, N. Y.,) charged with murder, after being out nearly three hours, returned with a verdict of "Guilty." She received the verdict with great boldness, and exclaimed, "Shame on you, Judge! you are prejudiced against me." She also charged the jury with being bribed. Sentence was delayed for a day or two, to allow her counsel to bring in a bill of exceptions. The prisoner's manner after the rendition of the verdict was strange and her language incoherent.

The Nebraska Bill.

The Delta says that when the Cresent speaks of the author of this measure as a demagogue it means Douglas; and yet it has been the constant cry against that gentleman that he introduced this bill for political, personal aims! His demagoguism certainly is not a very profitable one.

So far we coincide with our neighbor. It is not the first instance in history where vaulting ambition has overleaped itself.

But the Delta proceeds to remark:

It has very much the appearance of that sort of patriotism (perhaps the newspapers of the day styled him a demagogue) of the Roman, who leaped into the yawning chasm which threatened to engulf Old Rome.

Now we are not sure that the Delta's allusion to Curtius is a very happy one; unless it can be shown that he aspired to reach the consulship through the "yawning chasm" into which he leaped.

Whether, as the Delta suggests, the "newspapers of the day" styled him a demagogue, we are entirely in the dark; inasmuch as our files are somewhat defective and don't extend *so far back*.

MR. PRENTICE AND MOB LAW.—With surprise and regret we have observed that many of the newspapers of Louisville, and of other portions of Kentucky, have recently indulged in the fiercest invective against and vilest abuse of George D. Prentice, for pursuing a course of conduct which too few editors observe under similar circumstances, and which, when observed, should entitle him who adopts it to commendation and respect. It is difficult to understand how a person, possessed of reasoning powers and the ability to judge between right and wrong, could assail the editor of a public journal with a torrent of abuse and slander because, from considerations of duty or otherwise, he had chosen to remain silent upon the merits of a case pending in a court of justice until it had been pronounced upon, or because he had, after the decision was given, denounced in severe terms the conduct of a riotous and lawless mob.

Kentucky has reason to be proud of such a citizen as Mr. Prentice, one of the most gifted poets and powerful and piquant prose writers of the day and we are much mistaken if the general sentiment of the people of that State responds to the calumny and blackguardism which have been cast upon him, except with a withering rebuke or a contemptuous disregard.

CHALMETTE FIRE COMPANY No. 23.—This efficient company has finally succeeded in getting a new engine house, a consideration long deserved and needed. On Saturday last, the building being completed, No. 23 took possession of it, and in a very appropriate manner. The members, with the invited guests, moved in procession from the old house to the new one, where an appropriate address was made by Judge Elliott, one of the guests, after which the whole party proceeded to the meeting room, where a bountiful and costly collation had been prepared. The wine soon opened the hearts of the gallant company assembled, and after a very neat and fitting speech having been made by Recorder Jackson, who, by-the-by, is the efficient Secretary of 22, the party adjourned, highly delighted with the entertainments of the evening.

The Floridian and Journal says that an affray occurred near Tallahasse on Monday evening, between Thomas Gaskins and Troy Ferrell, both citizens of that county, in which Ferrell was shot by a pistol ball through the breast. At last accounts the wounded man was alive, but little hope was had of his recovery. Gaskins gave himself up and is now in the hands of the Sheriff. We forbear comments, as the matter will undergo judicial investigation.

A KNOW NOTHING PRESENTATION.—Mr. C. W. Starbuck, the proprietor of the Cincinnati Times, has been presented with a silver pitcher. Three men masked came to Mr. S's private residence and made the presentation. According to the inscription it is a "testimonial for Mr. S.'s untiring exertions in advocating American principles." The Times is the organ of the Anti-Catholic party. The parties who made the present are believed to be of the Know Nothing party.

DEATH OF A DIVER.—John Tape, the celebrated submarine diver, while searching in his submarine apparatus for a wreck on Lake Erie, on the 25th ult., died suddenly while under the water, from the effects of a rush of blood to the head. In all cases going under water to a great depth tends to this result. He had followed the business successfully for many years.

About a week ago, the wife a gentleman living in Dayton, Ohio, presented him with a baby which is a perfect lite wonder. It is a boy, still living, apparently in good health, and when born weighed just one pound. His first bed was a common-sized dinner plate. The parents are proud of the little fellow, and had his daguerreotype taken.

A CANDID TRAITOR.—The editor of a South Carolina paper in allusion to the passage of the Nebraska bill, remarks that he never believed it would prove of any practical benefit to the South since slavery would never find its way into the new territory; but he rejoices nevertheless at its passage, inasmuch as it may bring about a dissolution of the Union!

It is against this darling project of South Carolina politicians that we have ever set our faces. We repeat what we said a few days ago, that the legitimate fruits of such a victory might have been anticipated; and we have no doubt they were, since every disunionist from the South went in for the measure while many Southern men, who were friendly to the Compromise and the Union, opposed it.

THE CUBAN FILIBUSTER MOVEMENT.—The N. Y. Express of the 29th says:

In pursuance of a call, addressed to the officers of the "Expedition for the invasion of Cuba," a meeting was held on Saturday evening at No. 324 Broadway. Among them we recognized several who had served in the Mexican war, in the New York and other regiments of Volunteers, and, be the case as it may, there were certainly those among them very capable of being in earnest.

The proceedings of these parties are of course quite private, and, having apparently merely used this public room as a place for meeting together, they repaired to some more retired quarters to hold their counsel of war.

TREMENDOUS EXCITEMENT.—The Circuit Court of Lafayette county, which commenced its session last week, empanneled a jury to try the case of the State *vs.* Jones, indicted for murder. The trial closed on last Thursday, and it was soon ascertained that the jury could not agree. They came in and informed the Court that there was no possibility of agreeing, and asked to be discharged. But the Attorney for the State and those for the defence were inexorable. They would not consent to their discharge, and consequently the Court ordered the sheriff to take them to their room again, and there to keep them until they agreed; and that they were not to be permitted to disperse, etc. After being kept under lock and key for several days, one of the jurors made his escape about daybreak on last Monday morning, leaving the other eleven to make up a verdict to suit themselves. The absconding juror has not been heard of since; and it may be that he has fled from the State. [Washington (Ark.) Telegraph.

WEALTH OF NASHVILLE.—The taxable property of Nashville, Tenn., is returned by the assessors at $8,425,000, being an increase in the year of $800,000.

"See there!" exclaimed a returned Irish soldier to a gaping crowd, as he exhibited with some pride his tail hat with a bullet hole in it. "Look at that hole, will you! You see that if it had been a low hat I should have been killed out right!"

Extract from Report of Lewis Troost,

ENGINEER TO C. J. MCRAE, ESQ.

President of the Mobile and New Orleans Railroad Company.

In relation to the Mobile and New Orleans Railroad. Its advantages to Mobile—to New Orleans—necessity for a continuous route—inefficiency of the Mexican Gulf route by Cat Island.

GENERAL CONSIDERATIONS.

New Orleans and Mobile are now the only large cities in the whole country having no direct railway communication between them, either completed or in progress. The reason why one has not been constructed before this is that its place has been in a measure supplied by a good line of steamers, which, however, on account of shallow water and other causes, cannot maintain a regular and punctual communication. The greatly increased business and travel, with that which is to result from the great system of railroads centering at either city, can no longer be accommodated by the old mode of conveyance, but demand a new one, more in accordance with the spirit of the times.

The line proposed will reduce the time of transit between the two cities for passengers to three or four hours, and for freight to about ten hours. It will open another avenue for the introduction of a large amount of building materials, to meet the continually increasing demand for these supplies. It will stimulate the production of many articles of food from the garden, orchard, and dairy, along the line of the road, within a few hours' reach of either city, that will add greatly to comfort and cheap living. It will render a residence in either city much more desirable, as it will afford safe and delightful retreats in epidemic seasons to their inhabitants, within two hours' ride, thus inducing them to remain at home, to engage in permanent occupations, and correct the crying evils of absenteeism, and at the same time increase the permanent population, and afford a home market for home productions.

It is common, where a railroad is built connecting two cities of disproportionate magnitude, for the smaller to fear that the influence will be such as to draw off its trade to the greater. It may change in some particular the previous existing relations, but the advantage, without exception, is believed to be mutual. The history of railroads in the Northern and Eastern States afford many striking illustrations of this fact. No instance can be pointed out in which a town has suffered in consequence of its connection with any other.

The city of Albany has received a great impulse by the construction of the Hudson River Railroad, by which passengers are taken to New York, a distance of 150 miles, in four hours, at a cost of two dollars. The same may be said of Troy, and of the numerous cities on the great line of travel between Albany and Buffalo. All these cities offer every facility for the passage of the trains through them at high speed, and their rapid growth proves the advantage to themselves of an unrestricted commerce. The city of Providence did not become an important place till its connection with Boston, by the Boston and Providence Railroad. The cities of Salem, and Newburyport, and Portland, have had new life infused into them by their connection with the metropolis of New England. Philadelphia, instead of losing any portion of its trade by her increased facilities of communication with New York, is rapidly increasing it. The effect of improved highways is to benefit every town and every section of the country through which they are built, and the fear which was formerly entertained, and which is still cherished in some portions of the country, that they may exert a contrary tendency, is entirely groundless.

While Mobile has nothing to fear from the construction of any road leading from herself in any direction, she can build none that will conduce more to her prosperity than the Mobile and New Orleans Railroad. It is the only work that will bring her upon the great line of travel of the United States. The convenient road of travel is always through the larger towns. Let the Mobile and New Orleans Railroad be built, and she will place herself upon this route. The terminus of this great route is not Mobile, nor New Orleans, nor Texas, but the Pacific. Let the construction of this work be postponed for several years, and the trade and commerce of the country will become accustomed to other channels, which will leave the city without attractions either to its own people or strangers. The latter will go to more enterprising communities that receive their impulse from the great tide of human life passing daily through them. What will Mobile be unless she places herself *en route* of the great avenues of the country? Her enterprise will vanish, her trade will decay. Her railroads will become merely local works, without alliance or connection with the system of the country. But let a Western outlet be opened, and the railroads entering Mobile upon the eastern and northern sides, will bring in daily swarms of travelers and emigrants, moving towards the fertile West. If this western outlet for her railroads be not built, this travel will take the routes that South Carolina Georgia, part of Alabama, and Mississippi are making such vigorous efforts to open, running in an easterly and westerly direction, to the north of Mobile. So convinced am I of the truth of these observations, I believe as much as the road will benefit New Orleans, there are good reasons why the people of Mobile should feel a much greater interest in its construction. Build this road, and it will give employment to all her other lines, to which the city is making such liberal advances. It will stimulate its domestic trade. It will secure to it the favorable attention of the public, which will lead to the introduction of new elements of prosperity. By the points of contact it will present to the business world, it will become the inviting residence of the business man, whose interests will be advanced by the promotion of those of the city.

While I have alluded particularly to the influence that railroads, connecting neighboring cities, exert upon their prosperity, it is proper to state that the trade which Mobile and New Orleans enjoy, is the natural result of their respective positions, and that by no mode of communication between them can the appropriate commerce of one be drawn off to the other. They are respectively the depots of tributary territories with well defined limits. For the accommodation of the trade now received, and to be received by her projected railways from the interior, Mobile, in her present position, offers greater facilities than New Orleans. These can be greatly improved by deepening the channel to her lower harbor, which is capacious, land-locked, and has a depth of 21 feet water, or as this improvement may, for want of necessary means, require time in execution, access to the harbor may be had by a railway of about twenty-five miles long, over a level and favorable country. While, therefore, Mobile must retain the trade she now enjoys, or to which by her position and her projected railways, she has any claim, she can add largely to it by the proposed road.

Similar views may be taken as to the influence of the proposed road upon the interests of New Orleans, but as they will be more readily admitted from the fact that it is a large city, it is not deemed necessary to repeat what has been said. It may be safely affirmed, however, that the road is indispensable to New Orleans, if she is determined to hold the rank she now holds in the scale of American cities, and to move forward with the energy due to her unmatched position at the mouth of the greatest and most productive valley in the world. It is not to be denied that New Orleans has not made the progress due to this position. The fact is ascribed to her neglect of the construction of railroads, without which, no matter what may be the natural advantages or facilities of water communication, no city can preserve its relative standing. Its dilatory progress, unless all the contrivances that modern science has invented, are pressed into its service, will look rather like retrocession in the great race for commercial supremacy, than progress. Had New Orleans like New York, the great Atlantic seaport, constructed artificial works on the same scale as her natural avenues, it is not too much to say, that she would have eclipsed the former in the extent of her commerce, both foreign and domestic. That city, by her neglect, has become the great commercial depot of the country. It is well enough for New Orleans to rest upon its natural resources so long as other cities do the same. But while they have been calling to their aid whatever could advance their prosperity, New Orleans has hardly an element of wealth or progress that she had twenty years ago. The result shows what an important part human contrivances play in the career of modern cities."

The settlement of California, and the planting of an American State on the shores of the Pacific, constitutes the great era in the commercial history of this continent. The fabulous wealth of the Indies, the very drippings of whose commerce upon its routes, in the Old World, were sufficient to build up cities of unrivaled splendor, is to have its pathway through the United States. The greater enterprise, joined to her vast commercial marine, enabled New York to monopolize this commerce. By means of it, the wealth of that city has increased in five years more than it would have done in twenty without it. But this commerce is soon to take a new direction. For that portion of it passing over the Isthmus, Tehuantepec is to take the place of Panama. For the traveler, there can be no doubt that a railroad across the continent—across the Southern route—must speedily be built. Both New Orleans and Mobile, if they will, may place themselves upon it, and become the ports of departure and arrival of the vast crowds which daily leave and return to our shores. All that these cities have to do to accomplish the results I have described, is to render themselves accessible from every portion of the Union, particularly the great cities. This effected, and the traveler, instead of leaving New York in the ocean steamers, subjecting himself to the perils of a long sea voyage, and to the unhealthy climate of the low latitude of Panama, will take the railroad to New Orleans or Mobile, when he will only have to make the short run of the tranquil waters of the Gulf, to the Isthmus of Tehuantepec, over which he will be transported in a few hours, and find himself on the salubrious shores of the Pacific.

Upon the completion of the Pacific Railroad, he will take the same route to the above cities, and pursue his journey by way of Texas and El Paso to the Pacific. Neither New Orleans nor Mobile can hope to place themselves advantageously upon this great route without the construction of the proposed road. This built, and the advantages which it will secure in prospect will, in the impulse it will communicate to all schemes looking to an extension West, be worth more than its entire cost.

I have already alluded to the importance of securing to New Orleans and Mobile, within two hours of either city, commodious and healthy residences. It is well known that a considerable portion of the Gulf of Mexico is skirted by a sandy shore, affording the most eligible and inviting locations. They are the resort of the people in mid-summer, and probably no more healthy or attractive spots can be found in any part of the country. Could hourly and cheap access be had to them, the character of the population of New Orleans would immediately change. This road will supply the needed means of communication, and will remove the obstacle to the establishment of a permanent population with local interests and local ties. The road will also constitute a most important channel upon which New Orleans can depend for an abundant supply of the appropriate produce of the surrounding country, the present high prices of which is such a drawback upon its prosperity.

Allow me, in conclusion, to urge the inexpediency of terminating your road at Pasacagoula, with a view of connecting by steamboat with a railroad from New Orleans to Nine Mile Bayou, or Cat Island, as suggested to you. Such a policy would involve a compound line, made up partly of railroad and partly of steamboat, which would render two transhipments necessary, and impose such a burden upon the trade expected to be drawn over it as to defeat in a great measure the object of the construction of a railroad. That this course would be a mistaken policy, can be easily demonstrated by the history of railways in the United States. Take for instance the Wilmington and Weldon Railroad. Upon this line the expenses of the water route to Charleston were so heavy as to eat up in a great degree the profits of the road which now without the water transit, is doing a remunerative business. Again, the Long Island Railroad is another strong parallel case. This line, though coinciding with a route over which is an immense passenger traffic, has been entirely broken down on account of the water transportation, through the successful opposition of the New York and New Haven Railroad, which is a through land-line, in the same direction, though over a much longer route. No passenger between New York and Boston ever thinks of taking the Long Island Railroad. The Philadelphia, Wilmington and Baltimore Railroad is another instructive example. The water transportation is here only about one mile, but the expenses incurred in consequence of shifting freight and passengers are so large, being equivalent to running ten additional miles of of road, with a largely increased outlay for extra rolling stock and its maintenance, and the delays and changing of trains have been so annoying that the company, as a matter of economy as well as necessity, have commenced the construction of a bridge, estimated to cost, with the road track, $1,000,000, to avoid the ferriage over the Susquehanna. The Erie Railroad Company may also be cited as a further example, having been obliged to construct a line direct to New York, in addition to their original line terminating at Piermont, about thirty miles above; the latter being now entirely abandoned except for freight.

Experience has fully proved that the public will never rest satisfied short of continuous lines of railroad upon all great routes; and where such have been omitted to be made at the outset, public sentiment has invariably forced railroad companies into new construction, at a greatly increased outlay over what would have been originally required. And I confidently express my belief that should you make a similar mistake, you will be compelled to correct it in a similar manner, both to meet the demands of the public, and protect yourselves from a rival work.

Respectfully submitted,

LEWIS TROOST, Consulting Engineer.

NEWS OF THE CITY.

FIRES.—At about three o'clock, yesterday morning, a fire broke out in a bakery on Race street, near Magazine, entirely consuming the building and contents, together with three or four small frame dwellings adjoining. The fire lasted until daylight. The property, we understood, belonged to Mr. Lewis Feltz, and was mainly covered by insurance.

While this was yet burning, another commenced in a grocery store, belonging to Mr. A Thompson, at No. 50 Commerce street, one door from Lafayette street. The building was saved through the exertions of the firemen, but its contents were pretty much destroyed by fire and water together. The most unfortunate part of the affair was the falling in of the second floor, carrying with it two brave fellows, John O'Rourke, of Fire Co. No. 13, and a man named Fisk, of No. 15, who were buried beneath a pile of bagging and other material, and were badly bruised and burned before they could be extricated. Fisk was for some time considered to be in a critical condition, but we understand he is likely to recover. Later in the day a portion of the walls of this building fell, and a number of firemen, who were at work upon the spot, had a very narrow escape.

JAPHET IN SEARCH OF A FATHER.—A young gentleman of this city, while wandering out on Common street yesterday afternoon, in the neighborhood of the swamp, that region where the streets dwindle away and the dwelling of man disappears, caught a strange sort of sound, which at first he took for the whine of a discontented goat, but imagining something peculiar in the tone he proceeded to the spot, and found a fresh, fat, healthy looking infant, apparently about a week old, wrapped in a few muslin cloths and stowed away under the panels of a fence, in the midst of a vacant lot and a considerable distance from any dwelling. The child was squalling lustily and appeared to be sadly in want of his dinner, and although our friend was overrunning with the milk of human kindness, that of course was not exactly the sort of thing upon which to suckle a newborn babe. He accordingly started for the police office with the young chap in his arms. On Hevia street he met a gentleman of his acquaintance, accompanied by his wife, whose baby, a little older than the one our friend had so unexpectedly found at his breast, was borne behind by a servant, and might have been taken, so far as physical resemblance went, for a twin brother of the young stranger. The lady, and she was indeed one in every sense of the term, interested herself in the case, proceeded to the police office, and finally obtained possession of the helpless little outcast and carried him away, declaring her intention of adopting, protecting and rearing him up to man's estate.

FATAL RAILROAD ACCIDENT.—At about four o'clock on last Saturday afternoon a woman named Catherine O'Neil was knocked down by the express train of the Carrollton Railroad cars, and so severely injured that she died in a short time after being taken to the Charity Hospital. Deputy Coroner Terrell yesterday held an inquest upon the body. He found that the front part of the skull had been fractured, the right thigh broken, and various other injuries inflicted upon different parts of the body. The nurse who attended her testified that Mrs. O'Neil had declared in her dying moments that she had received these wounds at the hands of her husband, and accordingly the jury of inquest proceeded to the depot and ascertained the particulars of the accident. The conductor and the engineer stated that the woman attempted to cross the track a short distance in front of the locomotive, and stopped upon the rail; the whistle was sounded and the engine reversed, but too late; she was struck by the buffer and knocked down, out of reach, however, of the train. The verdict of the jury attributed the affair to accident.

Another.—A young German, whose name we did not learn, was severely, perhaps mortally injured yesterday afternoon, by jumping from the express train on the way to Carrollton, to recover his hat, which had been blown off. As a singular coincidence, we mention the fact that his brother was killed about eight months ago almost on the identical spot.

FIRST DISTRICT COURT.

SENTENCES.—On Saturday last Judge Robertson pronounced the following sentences:

Frank Smith, for the murder of his wife, to be hanged at such time as the Governor may appoint.

Patrick Finn, for the murder of his wife, imprisonment at hard labor in the penitentiary for life.

Hugh Thompson, *alias* Thompson Smith, for bigamy, nine months in the Parish Prison, twenty-five dollars fine, and costs of prosecution.

Henry Croton, *alias* Crotle, for larceny, one year's hard labor in the penitentiary.

John Middleton, for larceny, one year at hard labor in the penitentiary.

Mario Argouillo, for murder, imprisonment at hard labor in the penitentiary for life.

ROBBERY.—Bernard Coyle was arrested at a late hour night before last on the Levee, charged by one Mary Ann Carrance with having broken open her door, knocked her down and robbed her of fifty dollars. Coyle was locked up in the First District Police Jail and awaits examination.

The well-informed correspondent of the Philadelphia Ledger, under date of Washington, May 27, says:

Telegraphic rumors have gone out from this city to the effect that Lord Elgin's mission here refers to Cuba as well as Canada. I think I can positively assure you that this is untrue. These rumors may lead the public to understand that England is officiously intermeddling with our difficulties with Spain, which might create a very wrong impression at this time, and excite the public mind more than circumstances warrant at present. England has in most positive terms, and of her own accord, without being asked officially, denied the charge. Lord Clarendon took especial occasion to write a private letter to Mr. Crampton, denying the existence of any treaty with Spain or France on the subject of Cuba, (which, I dare say, he read to the Secretary of State,) and the letters from our own ministers abroad to their friends, state clearly and without reserve that the same assurances were made to them by men in official and social positions, having no doubt upon their minds that it is really the desire of England and France to remain on good terms with us. Unless the British Government, through its principal Secretary of Foreign Affairs and her Minister here, in Washington, *lies*, no credence can be given to newspaper reports and telegraphic inuendos on the subject.

The attempt to "Africanize" Cuba is also most positively denied by all the British Government officials, and the British Minister here, in Washington. I have no doubt Lord Elgin has most positively denied it, and the eternal reiteration of the charge cannot but prove highly offensive to the British Government. Such charges could not be made in England, against our Administration and President, without exciting public indignation here, and exciting national animosities.

The Houston Telegraph expresses itself as follows:

"The result of Mr. Douglas's policy, who sought to *honey-fuggle* the South into supporting him for the Presidency, will be the erection of a free State on both sides of the Compromise line."

John Van Buren is reported to have said that the Nebraska bill is the best bill that ever was passed by Congress, for that it will kill every man from the free States who has voted for it, which he says will be "a consummation devoutly to be wished; but what is more than this, it will kill off all Northern men who have hitherto stood by the rights of the South, in Congress and out of it."

Died:

On Saturday, the 3d inst., at 7½ o'clock, P. M., Mrs. MARIE ANTOINNE FOUCHER, widow of Philippe Augustin Delachaise.

The friends and acquaintances of the Delachaise, Fourcher and Degas families are invited, without further notice, to attend the Funeral from the late residence of the deceased, in Jefferson City, THIS MORNING, at 10 o'clock.

On the 4th of May, at Nice, Italy, (where he resided since last year, for the benefit of his health,) Dr. ANGELO BINAGHI, aged 44 years, a native of Milan, Lombardy, and for many years a practising Physician of this city.

PROFESSOR HENRY DE MARSAN.—The method and abilities of this gentleman, so highly spoken of in this city, are in great favor among the ladies and gentlemen who study the French language. Combining the oral system with the use of but one single and admirable book—it is a reasonable and true method, capable of producing the most satisfactory and incontestable results, and requires a great deal less time than any other system, ridiculously termed "the only successful, the only infallible one." Professor DeMarsan has formed Day Classes for Ladies, and Evening Classes for Gentlemen. He gives Private Lessons as usual, at the residence of the Pupil, or at his own rooms, No. 5 Camp street, opposite the City Hotel.

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 some vital organ may be seriously affected. Even then, the sufferer may obtain much relief. Those afflicted with Cancerous affections are invited to visit Dr. C. at his lodgings 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,

apl1 2ply Office, 38 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. fe22 1y

NOTICE TO SUGAR AND MOLASSES BROKERS.—No Business will be transacted on the Levee AFTER TWO O'CLOCK, P. M., from the 4th day of JUNE until the 15th of OCTOBER. jes 6t

CHAMPAGNE—
100 baskets Grape Leaf, quarts;
75 do. do. do., pints; for sale by
jes S. WOLFF, 85 Camp street.

MADEIRAS—Blackburn, Leacock & Oliviera, P. Harmony, Alberio, Woodhouse and others, in wood and glass, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

PORTS—Sandeman, Blackburn, Webber, Tarragona, Burgundy, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

SHERRIES—Pemartin, Lacave, Echecopard and others, in wood and glass, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

CHAMPAGNE—Heidsick & Co., Bouche, Cabinet, Verzenay, Sillery and others, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

HOCK WINES—Sparkling, Rudesheimer, Johannisberg, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

CLARET WINES—Of various grades and vintages, in wood and glass, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

SARDINES—100 cases halves and qr. boxes, for sale by
jes 6t R. F. NICHOLS CO., 94 Camp street.

FRESH BALTIMORE OYSTERS—200 doz. in cans, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

PRUNES—40 cases gallon and half gallon jars, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

BRANDIES—James Hennessy & Co., Otard, Dupuy & Co., Marcel, Pinet, Castillon, Pellevoisin, Landon, Dock, and other brands of various vintages, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

GINS—Meder, Swan, Hungarian, Eagle, and other brands, for sale by
jes 6t R. F. NICHOLS & CO., 94 Camp street.

LARD—1000 kegs and 100 bbls. Prime, for sale by S. H. KENNEDY & CO., 78 Tchoupitoulas st. jes

BACON SIDES—30 casks Prime, for sale by
jes S. H. KENNEDY & CO., 78 Tchoupitoulas st.

FLOUR—1000 bbls. St. Louis Superfine and Extra, for sale by
jes S. H. KENNEDY & CO., 78 Tchoupitoulas street.

To the Play-going Public.

A Card in the Crescent of Friday last (to which I beg to refer those who may take the trouble to read this) makes all kinds of insinuations, accusations and allegations against me. I have no intention to weary my readers with any lengthy explanation; but when two of three items in a string of charges can be confuted, the natural conclusion is that the balance must be equally without foundation. The card of Miss Mary Hill I shall not take the trouble to notice, (as ladies are never in the wrong,) further than to say that no person living was vested with the power to increase the offer I made her, and which was asserted to be fully adequate to her services even by her own managers. I should not mention Mr. Charles's name, but that Mr. Ashe has thought fit to include him as having made no engagement with me. Mr. J. H. Allen, of the Varieties Theatre, on applying to Mr. Charles for his services, on the occasion of Miss Somers's benefit, was told that, being engaged to me, he could not act in any other theatre than mine without my permission. Having every reason, from the good houses I have had lately, to congratulate myself on securing the services of Miss Somers and Mr. J. H. Allen, in place of the parties whose names figure in the Crescent of Friday, I shall merely publish the letters of two gentlemen—one of whom infers that he never applied to me for an engagement, and that the other had no engagement with me—and then leave the public to judge for themselves.

G. W. LEWELLEN.

MEMPHIS, April 10, 1854.

MR. LEWELLEN—*Dear Sir*: I was speaking to Dr. Leonard respecting an engagement with you, when you open Rice's place. For myself and Miss Mary Hill I have several new pieces—"Willow Cope," "Artisan of Lyons," etc.—that have not been produced as yet in Orleans, and think they would have a run. By the by, if you see Dr. Leonard, tell him I will be able to produce his "Uncle Tom" in a week or two, if he will send it to me. We could come down in May and see you through, if you think we would be of any service to you.

Yours, respectfully, DAVID L. ASH.

P. S.—Mrs. Hill and Mary send their best respects.

MAY 29, 1854.

My Dear George: I have consulted some friends, and in my present condition feel incompetent to do you and myself justice; in fact, I can't act. Some days will elapse before I can. I am, J. CHARLES.

GEO. LEWELLEN, Manager Dan Rice's Theatre.

Juvenile Works,

☞ FOR SALE BY

THOMAS L. WHITE,

105 CANAL STREET, 105

ABBOTT'S HISTORICAL LIVES—Josephine, Mary, Queen of Scots, Queen Elizabeth, Xerxes, Maria Antoinette, Julius Cæsar, Alfred, Charles I. and II. 18 vols., complete or separate.
FRANCONIA STORIES—Madeille Wallace. By the same author.
PARLEY'S MAGAZINE. Complete in 18 vols.
ARTHUR'S JUVENILE STORIES.
THE ISLAND HOME.
SWISS FAMILY ROBINSON. 2 vols.
THE BOY'S OWN BOOK.
THE GIRL'S OWN BOOK.
BREWER'S SCIENCE OF THINGS FAMILIAR.
CREST FROM THE OCEAN WAVE.
SANDFORD AND MERTON.
FRANK AND FANNY.
MARIA EDGEWORTH'S MORAL TALES.
EVENINGS AT HOME.
N. B.—An Extensive Assortment of JUVENILE BOOKS, at low prices. jé 4dp

Cheap Bargains.

P. MALLARD,

67 ROYAL STREET,

☞ Has just received per ships Mulhouse, Ocean Home and Charlemagne, from Havre—
Iron BEDSTEADS; PIER TABLES, Louis XV.;
Ladies' WRITING DESKS; Gentlemen's Medicine do.;
Rosewood and Mahogany MUSIC STANDS;
PIANO STOOLS and CHAIRS;
WASHSTANDS and DRESSING TABLES, with China Sets;
SOFAS and CHAIRS, of every style;
French LOOKING GLASSES and FLOWER STANDS, cottage styles,
.... ALSO ....
A large assortment of CUT GLASSES and CHINA for Table and Toilette service;
Turk ish Clothing TOWELS; Damask Linen TABLE CLOTHS; Extra Fine French and English CUTLERY;
SILVER and PLATED WARE, on White Metal;
GILT CORNICES; CURTAIN KNOBS, LACES, GIMPS and FRINGES; Bobinet and Muslin CURTAINS, and all kinds of Silk and Worsted materials for Curtains;
400 pieces of White, Checked and Fancy MATTING; a large supply of WINDOW SHADES;
CARPETS, VELVET, BRUSSELS, etc., etc.
Cabinet Makers will find, at moderate prices, all the articles suitable for the trade. jes 2p

Consumption Curable.

BEACH'S BREAST LINIMENT

☞ Not only cures all those Pains and Aches in the Breast, Sides and Back, subduing the inflammation and Soreness in the Chest and Throat, which Consumptive persons are liable to, but prevents entirely the further formation of Consumption. The use of this Liniment, with the directions and regimen given in the directions, are invaluable either to persons already afflicted with the disease, or in any way predisposed to it. The principle of this treatment is founded upon the latest and most scientific opinions of all the eminent medical men of the day, and cannot but be approved of. ☞ For sale by

E. D. BEACH, M. D., Chemist and Apothecary,
Corner Chartres and Customhouse sts.
THOS. RANKIN, corner Poydras and Camp st.
jes 2tdp&2tiW J. SYME, corner Canal and Carondelet streets.

Norris & Way,

CLOTHIERS,

Corner CAMP and COMMON STS., (under the City Hotel.)

☞ Have just received, and are now opening their usual NEW AND SUPERIOR ASSORTMENT OF CLOTHING. Their stock of GENTLEMEN'S FURNISHING GOODS being very large and complete, they are prepared to