Not a few privateers were expressly built for their intended service, and more beautiful vessels never floated. The total number sent forth both by England and France was almost incredible. They prowled in every direction, and the narrow seas literally swarmed with them. The largest and best appointed would take long swoops out on the main ocean, to fall in with convoys of both outward and homeward-bound ships; and if not taken themselves by men-of-war, they were sure to pick up all unfortunate stragglers or slow sailers. If the reader coolly glanced over a file of old newspapers, or perused as we have done are writing this article, through the Home News and Gazette, extracts of the old magazines, and the dry details of our chief naval histories, he would soon have a vivid idea of the enormous risk merchantmen ran of being taken by privateers during the last war. Sometimes we read of five or six privateers of the enemy captured in a single day.

We are not aware that the British Government ever aided or had any share in the equipment and sending forth of privateers; but it appears that it was otherwise across the Channel. In one instance, a French company hired five swift-sailing ships of their Government to cruise as privateers; and official documents prove that many others were lent to adventurous merchants for the same purpose. The charter party, on the above occasion, says that "the vessels are to be completely fitted out by the Government; the freighters being only obliged to provide for and pay the crew. The cost of revolutionizing and touching at any place, to be also at the charge of the freighters; but the cost for repairs of masts, for cordage, ordnance, etc., to be defrayed by the Republic. The freighters to propose the commanders, who must be approved by the Minister of Marine. The freighters to choose the station for cruizing, and the places at which the vessels are to stop. The net produce of the prizes to be divided as follows: one-third to the crew, and a third of the remaining two-thirds to the Republic; the sale of the prize to be confided to the freighters. Many of the French privateers were really splendidly equipped and manned vessels. We find an instance to the point in the London Gazette of 1810. In September of that year, Capt. Wolfe, of the Eagle man-of-war, reports that he had captured, after a chase of thirteen hours, *Le Phœnix*, a celebrated ship-privateer belonging to Bordeaux, mounting eighteen carronades, and manned with 129 men, whom he describes as being exceedingly fine young seamen, commanded by a very experienced and able captain. This privateer had done great injury to the British trade, and hitherto had outsailed all our men-of-war. A still more famous French privateer of similar force, manned by 140 men, *Le Vice-Admiral Martin*, was captured in the following year by His Majesty's ships *Fortunee* and *Saldanha*. This very famous privateer had been remarkably successful in all her former cruises, and had defied all attempts to capture her. Nor would she have been taken at last by one ship; for we are told that from the style of her sailing, and the dexterity of her manœuvers, neither of His Majesty's ships singly, though both were going eleven knots with royals set, would have succeeded in capturing her."

Several instances are on record of really gallant actions fought between large French privateers and English frigates. A noteworthy affair of this kind occurred in 1798. The British forty gun frigate Pomona, Capt. Reynolds, chased the Cheri, privateer of Nantes, and as the latter made no attempt to escape, the two ships were soon yardarm to yardarm, and a furious battle ensued. At length the privateer struck, after losing her mizzen-mast and receiving great damage; so much so, in fact, that she sank almost before the wounded and prisoners could be removed. The privateer mounted twenty-six guns of various caliber, and was manned by two hundred and thirty men. Her captain and fourteen men were killed, and nineteen wounded. The English frigate also sustained considerable damage. Considering the immense disparity of force, this was certainly a most gallant defence on the part of the privateer. Later in the same year a memorable action also occurred between the British sloop of war Trincomale, of sixteen guns, and the French privateer Iphigenie, of twenty-two guns. It lasted upwards of two hours, when by some accident the Trincomale exploded, and all the crew but two perished with her. The two vessels touched each other at this awful moment, and therefore it was not surprising that the privateer also was so dreadfully shattered that she sank in a few minutes. All her crew, with the exception of about thirty, perished. A more calamitous finale to a well fought action has rarely occurred. While on this topic we must not omit to mention a third important and singular affair about the same time. The British thirty-eight gun frigate Revolutionnaire chased a strange ship off the coast of Ireland, and after a run of one hundred and fourteen miles in less than ten hours, the stranger hauled down her colors, and proved to be the Bordelais privateer of Bordeaux, a splendid ship of more than six hundred tons, with a crew of two hundred men, and mounting twenty-four guns on a flush deck. She was reckoned as fast a sailer as any privateer belonging to France, and on her first cruise captured the immense number of twenty-nine valuable prizes. Her second cruise proved thus fatal to her.

Concerning this privateer and the frigate that captured her, Mr. James, in his Naval History, gives the following curious information: "It was a singular circumstance, not merely that the Bordelais was constructed by the same builder who had constructed the Revolutionnaire, but that the builder, at a splendid dinner given by the owners of the Bordelais to her officers soon after the termination of her first trip, should have said: 'England has not a cruiser that will ever touch her except the Revolutionnaire; and should she ever fall in with that frigate in blowing weather, and be under her lee, she will be taken.' The Bordelais was added to the British navy by the same name." It appears by the above that the frigate herself had previously been taken from the French and adopted into our navy. Whatever may be the case, nothing is more certain than that during the last war the French built the finest men-of-war in the world. Most of the crack frigates then in our navy had been taken from the French, and with them we captured more of their vessels—a fact which must have been bitterly mortifying to that gallant and sensitive people.

Owing to the extreme swiftness of most privateers, it rarely happened that large men-of-war could capture them, unless under particular circumstances. Corvettes of war, and handy gun-brigs, were the vessels to hunt down and destroy these pests of commerce, and they did their duty manfully. Some times, however, it happened that they caught a Tartar in the shape of a privateer, and had much ado to escape being captured themselves. As a general rule, both English and French privateers carefully steered clear of all contact with men-of-war, for they knew they could have nothing to hope for but hard blows, and probably discomfiture. It did, however, occasionally happen, that when a privateer fell in with a sloop of war, or other small armed ship of the enemy's royal navy, and knew the latter to be of decidedly inferior force, he would risk an attack. Several instances are on record of king's ships being captured after a hard fight, by one or more daring privateers. For example, the British gun-brig Growler, well armed, and commanded by Lieutenant Hollingsworth, with a crew of fifty men and boys, was engaged along with other men-of-war, in convoying merchant vessels; and when off Dungeness, the Growler was suddenly attacked in the night by two French lugger privateers, the Espiegle and Ruse; and in spite of a gallant defence, in which her commander lost his life, was captured, and triumphantly carried into Boulogne. It is supposed that the privateers at first mistook the Growler for a merchantman.

A somewhat similar affair occurred about the same period. The British armed sloop George, Lieutenant Mackey, of 8 guns and 40 men, was attacked and captured in the West Indies by two Spanish privateers, one carrying 109 and the other 68 men. The British crew made a most heroic defence, and did not surrender until eight were killed and seventeen wounded, out of her forty men. The Spaniards had thirty-two killed. On the other hand, some French privateers made quite as determined a resistance against hopeless odds. The British 14 gun brig sloop Armaranthe, with a crew of 80 men, chased the French privateer *Vengeur*, a schooner of only six 4 pounders, and a crew of 86 men, including passengers. At length the two vessels engaged at pistol-shot distance, and the combat lasted upwards of an hour. When the privateer surrendered, her loss amounted to fourteen killed and five wounded. If the immense disparity of force is taken into consideration, this is one of the most desperate defences on record, and proves that the issue of the combat would have been very doubtful had the force been more equal. We could give dozens of similar instances of the desperate courage often displayed both by English and French privateersmen; and this is about the only redeeming trait in their character. It may, however, be safely assumed, that, as a general rule, privateers only fought when fighting became unavoidable. On rare occasions French and English privateers fought each other, just as tigers and sharks will some times do when lacking their natural prey.

The damage done to British commerce—and vice versa—by French, Danish and American privateers, was altogether incalculable, and it must also be borne in mind that the prodigious risk of capture raised the rates of marine insurance to a ruinous degree, so that merchants whose vessels made safe runs seldom realized remunerative returns on their invested capital; and if, on the other hand, they sent their ships to sea uninsured, they risked total ruin, for it was about an equal chance that a ship sailing to and from many ports would be captured. It is not fair to draw a parallel between regular men-of-war and privateers, as regards making prizes of enemy's merchant-ships. The mere act of capturing an enemy's merchantman is only a sort of episodical performance on the part of men-of-war, their main business being to defend the coasts of their country from hostile invasion, and to fight and subdue the ship of war belonging to the foe. The prize-money they receive from occasional captures is only a legitimate extra reward for the services they perform to the state; while a privateer is sent forth wholly and solely to pursue and capture merchantman, that its crew and owners may be enriched by their confiscation, the privateer neither defending their country, nor fighting its armed foes, unless reluctantly compelled to do so. These views of the question are now generally held by civilized States; and England, France and America, the three foremost nations of the earth, seem to have tacitly arrived at the somewhat tardy conclusion that there is hardly a halfbreadth of practical difference between privateering and piracy. Henceforward, pirates and privateersmen will alike swing from the yardarm, whenever captured in pursuit of their kindred professions.

DAILY CRESCENT.

WEDNESDAY MORNING, SEPTEMBER 20.

☞ The Proprietors of the Crescent will pay no bills contracted by any person except Mr. J. O. Nixon or his written authority.

Privateers and Privateering.

We quote in another column an article upon this subject from Chambers's Edinburgh Magazine. Whatever arguments on the score of morality may be urged against commissioning private armed vessels against an enemy, it is very certain that the United States will not very soon take a step so suicidal as to renounce a mode of warfare which has proved of such immense service in former wars. It is not surprising that France and England, whose tremendous naval strength renders the employment of private force unnecessary, should affect a holy horror at a mode of warfare which strikes at the most vulnerable point and against which their heavy broadsides can avail but little. When France and England, who in their innumerable wars of past centuries, and even in the one in which they are now engaged, it is said, have committed the most enormous excesses, endeavor to set up a *moral* standard by which the contests between the nations of the earth shall be regulated, they afford a very excellent illustration of the devil quoting Scripture.

This matter has become more worthy of notice in this country since the correspondence which recently took place between Mr. Buchanan, our Minister to England, and the British Minister of State, upon the subject of privateering, by which the English Government became informed that this country would not abandon the right to commission private armed vessels in the event of being involved in any war which would render them of service. It may be indeed a very immoral and shocking mode of warfare, but no sort of argument would lead us to believe that a greater degree of turpitude can attach to it than to many which have been resorted to by the English, some of which, in fact, were put in force against us—as the practice of offering bounties for our scalps, etc.

Seriously, we believe it is the opinion of our best statesmen that the Government of the United States should use every effort to prevent her citizens from fitting out and arming vessels, for the purpose of taking part in a war with which this country has nothing to do; but that it would be the extreme of folly for her to renounce the system of privateering, and thus cast away her best weapon of defence.

THE NEWS.—No mail yesterday from any place, but on the contrary a grand failure of all news. Uncle Sam's arrangement for the semi-occasional transmission of intelligence did not operate beyond Montgomery, indeed, has not worked regularly for more than a week past. No river mail, no news from Texas, no intelligence from Havana. The California steamship, due yesterday, had not been heard from up to our going to press. Telegraphs are discontinued or down in all directions. The riots have ended and the raine commenced, and been very active. In such a state of isolation and forced ignorance of outside occurrences, is it at all wonderful that a morning paper sometimes looks barren of news?

To-day we shall probably be deluged with available matter. California and Texas mails will come in; any number of overdue Eastern mails, besides much river matter, and possible telegraphic intelligence. Some of the old proverbs occasionally redemonstrate themselves. The last one proved was that "it never rains but it pours."

YESTERDAY.—The weather yesterday was only a continuation of that of the two days previous, cloudy, rainy, muddy, damp and sloppy; and dull and disagreeable. Those only faced the dangers of wet feet and clothing who were compelled. The greater part of mankind and all of womankind stayed within doors moralizing, speculating, philosophizing—pursuing each one the bent of his or her inclinations. It was, in fact, ugly and uncomfortable enough to "damp the ardor" of a dog, even though he were a "relative of an Alderman."

A rainy day is bad enough in all conscience and common sense; when the water came down as Southey says it comes down at Lodore, and the big drops patter against the panes and on the roof, and the gutters run with overflowing currents. But a showery, cloudy day is ten times worse than a rainy one. The heavy, leaden sky; the damp, dirty and deserted streets; the woe-begone appearance of passers by, and the general stagnation of all that is either interesting or desirable, causes every one, except the street sweepers, to pray for a surcease and termination to the torment. Every man is a little of a barometer, and his lightness and buoyancy of spirit goes down in dark and cloudy weather as it rises in a clear, pleasant atmosphere. The wet has not ended, though we hope it soon will.

AGAIN AT HIS POST.—We are gratified to learn that the Rev. C. H. Williamson, who has been for some time prostrated by an attack of yellow fever, has finally recovered, and is once more at his post. Mr. Williamson is the French Missionary in this city, and enjoys a very high and well deserved reputation for his ability, devotion and faithfulness. Since his arrival in this city he has taken out a medical diploma, and now saves the bodies as well as the souls of those who apply to him. We hope his present health may be long continued.

Concha and Cuba.

The arrival of the three times distinguished and most illustrious Captain-General, *in esse*, General José de la Concha, at the ever faithful and loyal Island of Cuba, is the engrossing subject-matter of every one's present conversation in Havana. If we are to credit many of the reports which reach us from that direction, nothing less than the advent of the Millennium or a gratuitous distribution of garlic could have been have been hailed with equal delight by the Catalans of Cuba, and the patriotic colored population of that isle. Ceremonies, partially religious and partially ridiculous; serenades and salutes; puppet-shows and political demonstrations, have all been projected against the period of his arrival, and a triumphal arch will be erected somewhere in the city if any fabulist can discover aught in Captain-General José de la Concha's career to take from such a procedure the character of bitter and deserved satire. A magnificent present, consisting of a carriage, horses and harness—no mention being made of a whip—will be made to his Excellency. The citizens are invited to hang out tapestry from their verandas, or any thing that will pass therefor, and illuminate their dwellings for three successive nights after the new Captain-General's arrival. The hanging and illuminating are well enough, and *might* be made exceedingly appropriate to the return of the murderer of many Americans, and the most cruel tyrant the Cuban creoles ever had placed over them. A proprietor of numerous coffee-houses will "stand treat" for three days, to celebrate the auspicious event, and undoubtedly find himself well patronized during the period. A theatrical representation will close the revels, in case a programme can be gotten up, tolerable either to the censors or people. Thus, General José de la Concha will be welcomed back to Cuba! with demonstrations almost as costly as one of our Fourth of July celebrations, and as sincere—as may be. Fortunate General!—loyal and patriotic people!!

Acknowledge that preparations of so novel, unusual, and, we may add, extravagant a nature, are being made to celebrate the arrival of Captain-General Concha, very naturally leads to an inquiry as to their cause. What has he done to merit such an ovation, or what is he expected to do? With regard to any heroic exploits that may have been achieved in the past by His Excellency, history is wholly silent; and even his name is not to be found recorded in that remarkable book which describes all living notabilities, from P. T. Barnum and Horace Greeley to Nicholas Romanoff and Louis Napoleon—the "Men of the Time." The only great events in his career have been the execution of Crittenden and his friends, the murder of some suspected creoles, and the banishment of others. He is, according to the testimony of all who know him, bigoted beyond even Spanish bigotry, narrow-minded, cruel, and bitterly inimical to America. for these reasons he has been selected to replace Pezuela, and carry out the policy of the administration of Espartero—while it exists, has a policy, and an island to abuse. For these reasons, too, he is welcome to the old Catalans and welcomed by them, and for these very reasons he is hated, feared and detested by the entire creole population of the island. He has been sent back to Cuba because he will pursue the same course he followed before; because he will extort the greatest amount of money from the natives of the island; favor the Spanish population to the extreme, and maintain an uncompromising hostility to this country. It is not said whether his opinions concerning the slave trade have changed or not.

We look upon the appointment of Concha at the present time as very notable and important, and certain, before long, in some way to affect the condition of Cuba, even if we are not interested in this country. How it will occur, can not be foretold, but there are indications going before a storm which can be deciphered if understood. A more worthless old rascal than this Concha certainly never ruled even in Cuba, nor one who better deserved a trial than a triumph, and punishment than presents and processions. It is possible he may yet get his deserts.

Counterfeit Orleanians.

It has afforded us much gratification to learn that "Bill Lake, the great New Orleans Clown," is now engaged at the Floating Palace Circus in New York, and also "M'lle. Agnes, the celebrated Creole Gymnast." We do not recollect ever having been disturbed by the noisy fame of either of these products of our city, and entertain some doubt as to whether either of them ever saw New Orleans. If, however, there is truth in the assertion, there is also much cause for gratification. The "great New Orleans Clown" having left for a more genial and appreciative atmosphere, it is possible that the less may follow, and our community be purged.

In connection with the above, it may be fitting for us to notice our surprise at the great number of arrivals from New Orleans and Louisiana chronicled in the New York hotel reports. Names that never were heard of here are to be found there thick "as the leaves of Valambrosa," and individuals who could not tell Chartres from Camp street record their arrival from New Orleans daily. We do not understand the philosophy of the thing, or where the advantage lies that renders the practice desirable. It is most assuredly a humbug, and injurious to the interests of good citizens, who go on to make their purchases or enjoy a northern summer. These counterfeits, by their rascalities, bring into bad odor and discrepute the real article, and cause Northerners to be wary and suspicious, intolerant and sometimes insulting where they should not be, and would not if they knew the facts. It is an evil, however, that cannot be remedied by any means we know of, and which must, therefore, be patiently borne. We shall doubtless continue to read of New Orleans celebrities that never saw the Mississippi, and distinguished residents, who could not find an acquaintance to walk or drink with within the limits of the consolidated Crescent City.

PASS CHRISTIAN REGATTAS.—It will be seen by reference to the letter of our Pass Christian correspondent that the annual sailing match for the Southern Yacht Club Challenge Cup, announced to come off on Monday, was postponed on account of the weather, until Friday next—when it will be sailed. The other matches will be run as advertised, we suppose, unless some similar cause should prevent.

FASHIONABLE CLOTHING.—A very fine assortment of fashionable clothing and gentlemen's furnishing goods, trunks, valises, carpet bags, etc., can be found at the store of J. D. Henriquez, No. 14 St. Charles street, near the Verandah Hotel. Mr. Henriquez's stock is well selected, and well adapted to this locality, and the prices will be found as favorable as at any other place. Those who have purchases to make will do well to give him a call.

We learn from the Louisville Journal that the Ohio River at that place was at a stand on the 12th inst., with 17 inches water in the canal The Mississippi had 6½ feet water in the channel from St Louis to Cairo, and all its upper tributaries were low and falling rapidly.

FIRE.—On Friday, the 8th inst., the City Mills and lumber-yard owned by Butler & Co., in Jacksonville, Florida, were entirely destroyed by fire. Loss $8,000—no insurance.

Past Christian Correspondence.

Correspondence of the Crescent.

EDS. CRESCENT: The annual sailing match for the Southern Yacht Club challenge cup was to have been run to-day, but the elements interposed their veto. The winds have been raging since 2 o'clock yesterday from the East and South, and this morning at 10 o'clock the Club met for the purpose of making the necessary arrangements for the race, but the storm was so violent that it was deemed, by the more judicious, unsafe for the match to come off. Another difficulty presented itself—there were no craft of any kind that could be obtained for stake boats, the appearance of the weather being such the night previous that all the craft went round to the Bay of St. Louis for a harbor. After a long talk the Club took a recess until 2 o'clock, intending, if stake boats could be procured, and the weather would permit, to start the yachts immediately thereafter—2 o'clock came, the storm still raged and gave promise of increasing rather than abating, when the Club postponed the race until Friday next. The postponement appeared to give general satisfaction, although there was some fault-finding among those who had not nautical experience enough to appreciate the danger of going out in such weather. I myself, not entirely a landsman, having handled tiller and halliards when the "winds ragged and the tempest howled," would not have ventured out in such a gale as we have this day had for all the "gold cups" in the country; as I understand it, the Southern Yacht Club was formed for other purposes than endangering the lives of the crews of our yachts by useless bravado. It is possible and more probable that the race might have been run to-day and no loss of life ensued; still there was danger, and the Club, I think, acted with much commendable discretion in deferring the race until a more favorable occasion. A race can be run at any time, but a life lost cannot be restored

There is a very pleasant company assembled at the hotel (Montgomery's) and the present appearance of the winds gives promise of a pleasant ending to a week that has commenced with disappointment to many. I will take pleasure in keeping you advised of things nautical during the week. This place offers many inducements as a resort for nervous men pending the troubles in your city. Truly yours,

EX-YACHTSMAN.

MATRIMONIAL.—By the very latest intelligence, specially communicated, we learn that the man who "courted an investigation" was ultimately successful in his suit and will be made happy at an early period.

He who "wooed a gale" met his inamorata, but going at a pace altogether too killing for his abilities. He accordingly gave up the pursuit in mingled rage and perspiration. Hereafter it is his recorded intention to cut the e final and go in for gals instead of gales. They are a much better and more desirable institution, though an old cynic sitting near by remarks that the two generally go together! The joint epithalamium will be performed from the opera of Dionysius Halicarnassus and St. Chrysostom, by an Irish *band*-itti, specially imported.

MOSQUITOES.—The plentiful rain of the past few days has had the effect of filling our houses and offices with perfect swarms of day musquitoes, nimble, active, annoying, diminutive nuisances cannot be dodged or driven away, caught, killed or, by any known means, got rid of. We are not without a certain species of respect mingled with fear, for the mammoth gallinipers that are to be fought with all the weapons of war, and frequently come off victorious over the most scientific defence; nor are we wholly devoid of regard for the common and established mosquito that sings nightly outside of the bar. But these confounded, speckled, indestructible little torments, as active as fleas and with more lives than a cat, that now attack us upon every side and at all times, are too much for our patience. If anathemas or smoke would kill them their race should be ended; but both are ineffective, and we continue to groan under prickly heat, rats more plentiful than ever they were in Egypt, pismires running over our table in droves and mosquitoes thicker and more annoying than ever they were before. By and by they will depart.

TRADE WITH JAPAN.—The New York Journal of Commerce attempts to prove that trade with Japan will be of immense benefit to this country. Exports from that country, we are told, at present consist of copper, camphor, lacquered wood and papier mache work, china, silk stuffs, rice suki, soy; and they import sugar, elephants' tusks, tin, lead, iron, cloths, chintzes, clocks, watches, spectacles and looking glasses.

MAIL ROBBER CONVICTED.—The Nashville Banner says that Dr. J. C. Patterson, charged with robbing the U. S. Mail, was tried in the U. S. Court in that city, on the 14th inst., and found guilty. Sentence had not been pronounced.

The editor of the Toledo Blade is mad. He says that every country exchange he opens talks about the "iron horse" neighing and snorting through their quiet village. He trusts that some other figure of speech will be discovered, for the eternal neighing and snorting of iron horses through quiet villages will be the death of him.

One hundred and fifty of the new police of Philadelphia were sworn in on the 9th instant. The Mayor notified each of the candidates that he must provide himself with a revolver, and wear the uniform to be selected by the Chief of the Department, remarking, at the time, "that he himself is a member of the department, and would not ask them to wear a uniform that he would not assume himself."

A tornado passed over Crawford, Russell co., Alabama, on the evening of the 10th, followed by heavy rain—course from north-east to south-west. The Register says that fences and timber were blown down to a fearful extent, and the cotton and corn in the track of the tornado were seriously injured.

The ship Nuremburg, of 1200 tons, was launched on the 9th from the yard of Mr. William Perpine, at Greenpoint. She was built for Mr. C. Sagory, for the New Orleans and Havre line, and is to be commanded by Capt. L. Milsnan.

THE FEVER AT SAVANNAH.—There were thirty-five interments on the 13th inst., of which twenty-two were yellow fever cases. The Georgian says:

"The great mortality attending the disease appears at present to be in the western and south-western portions of the city, among a class of people who have been and still are not only exposed to all degrees and kinds of weather, but to a precarious and ill-conditioned livelihood—many of them addicted to intemperance. Among such, medical aid—generally, too, called in at a late hour—is of but little or no avail. Hence the disease, for the few past days, has seemed to be fearfully on the increase, and, judging alone from the interments, the mortality almost appalling, when the greatly reduced number of our white population is considered. We do not yet despair, dark as the picture is. Our medical faculty, though greatly exhausted, are working nobly; the clergy of all denominations are zealous and untiring in their labors in behalf the sick, the dying and the dead; and the benevolent of all classes are vigilant in their ministrations. All is done that human hearts and human hands can do to stay the pestilence; the rest must be left to Him who holds our destinies in His hands."

The same paper says that good nurses are in demand.

CORN AND TOBACCO CROPS—HOGS.—We shall not encumber our columns with extracts from various papers in regard to the crops, but we shall try to give our readers a general view of the present prospects of the growing crops. It is an undisputed fact that the crops will be short, but there is a difference as to the extent of the deficiency. In regard to corn, the yield throughout the Union will hardly be more than half of an average crop. It has caused great alarm, much greater than the fact would warrant. With a full crop of all other grain, a large crop in Europe, and a great falling off in the exports to California (for according to our accounts from there flour is as cheap as it is here) the deficiency in corn will be partly supplied.

There will doubtless be a great falling off in the number of hogs fattened, but many will be killed without being fattened, and the increase of number this year over former years will in a measure make up the deficiency in weight. Our advices from every part of the country are that mast is very abundant, and will be extensively used in fattening.

As to the price of hogs, we understand that $6 net is freely offered in Fayette and other counties, and in this county a contract is reported to have been made at a higher figure.

In regard to the tobacco crop, we subjoin a few extracts of letters written to gentlemen in this city. It will be seen that the accounts are very unfavorable. The correspondents, however, overlooked one fact, and that is that the crop planted is larger than it has been in any preceding year. It of course will decrease the deficiency to some extent. Prices will rule high, however, as the stocks of old tobacco are very small:

FROM A TRAVELLER.

BOWLING GREEN, September 7.—The crop south of this place is, I think, more indifferent and has suffered more from drouth than in any section through which I have passed, and in the counties of Logan, Todd and Christian there will not be so large a crop as there was last year. It can be, under any circumstances, no more than half an average crop.

RUSSELLVILLE, September 6.—I have not been in Barren or Warren counties this season, but I have seen those who have been there, and I venture the assertion that there will not be more than two-thirds of last year's crop of tobacco raised there this year; and, in this county, Todd, Christian, Montgomery, all the counties below us in this State, and in Tennessee, there will not be more than half last year's crop. I cannot find any one in this section who puts down the average yield at more than four hundred pounds to the acre, while many put it down as low as two hundred; and, in some counties in the eastern districts, McCracken for one, an almost entire failure.

There have been some partial rains in some neighborhoods in the last fortnight, but we have had none that will do any good since the 1st of July. We are literally burned up. It will be impossible for man or beast to exist.

FROM A DEALER.

BOWLING GREEN, September 7.—It is exceedingly difficult at this time, when there is so much excitement in the country about the crops, to give a correct statement of the crop of tobacco now being housed. All must agree that it is a very light one, and the plant greatly under size; in many sections it is almost a failure; in other portions of the country, where the land is well adapted to the "weed" and it has been kept green by good culture and propitious showers, it is more favorable; quality good, gummy, has oil and substance, and will suit the manufacturer if the leaf is not too small.

The latest published Cincinnati Journal on the 4th inst. over-rates the crops in those counties named; for instance, an average crop for Cumberland is from ten to twelve hundred hhds., and the most sanguine do not claim more than three-fourths of a crop this season. Average crop of Barren is seventeen hundred hhds.; the best informed men in that county (that I have seen) only claim a full half-crop. Take all the counties bordering on Green river, and all south of that stream, and the crop of tobacco will be equal in quantity to that of last year.

FROM A PLANTER.

HENRY CO., TENN., September 2.—The crop of tobacco is very sory in this county, owing to the drouth. I priced and sent you eleven hhds. tobacco made from ten acres last year. I added about another acre to it and have it in hogsheads this year; but I think it will not make more than four hhds., and I don't know that you will call that tobacco or not when you see it. We have had but one rain in three months, and that fell the 1st of July.

We have seen another letter, which says that in Henry, Weekly, Union, Dyer, Montgomery, Stewart, and Carroll counties, Tenn., and in Hickman, Ballard, McCracken, Graves, Marshall, Lyon, Trigg, Calloway and Christian counties, Ky., will not average over 500 lbs to the acre. Some 200 to 300 hhds. old are held in Lafayette, Christian county, by farmers; they ask $5 to $6 per hundred. [Louisville Journal, 12th.

The South Carolinian learns that it is possible, if not probable, that the South Carolina Railroad will throw up the mail contract entirely on the first of October. Cause—insufficiency of allowance by the Post-office Department.

MARRIAGE ATLOAT.—Lieut. J. R. Creighton, U. S. Navy, was married to Edwina H., daughter of Com. S. H. Stringham, commanding the U. S. Squadron in the Mediterranean, on board of the U. S. frigate Cumberland, lying in the harbor of Spezzia, on the 12th of August.

MOSQUITOES AT THE NORTH.—We notice in several of the Northern papers complaints of the pertinacity of Southern bill presenters. The Philadelphia Bulletin says there has never been a period within the memory of the "oldest inhabitant" when the people of that city were so tormented by musquitoes as at present.

ACCIDENT TO THE ELVIRA.—This boat, while descending the Missouri River, near St. Charles, on her last trip, and during a high wind, ran on a snag and broke over one hundred of her hull timbers. The water was prevented from doing any damage to the cargo by means of the pumps.

AFFRAY.—The Crawford (Ala.) Register, of the 15th, has the following:

"A difficulty occurred in Girard on Sunday, between John W. Phillips and William Hall, in which the former gentleman was stabbed in several places, and Hall received a ball in the abdomen, discharged from a pistol by Phillips. We are informed that Hall was altogether to blame, Phillips acting all the while in self-defence; Phillips is doing well. Hall's recovery is uncertain."

Havana Markets.

HAVANA, September 15, 1854.

Since the 28th ult. the business in Sugar has been moderate, as the stock in first hands is very small, and planters have high pretensions. The sales which have taken place were principally from second hands, and in some instances at an advance of ⅛ to ¼ rl. Quotations are as follows: Whites 7¼ to 8⅜ rls.; choice qualities 8¾ to 9 rls.; yellows 6½ to 7½ rls.; brown 6½ to 6 rls.; Cuenuchos 5 to 5½ rls.

Molasses is difficult to be had at less than 3 rls. and is scarce.

The transactions in Coffee are insignificant.

IMPORTS—Only one cargo of Rice has come in and the price has advanced. About 600 casks were sold at 12¾; 13, 13¾, 14⅝ and 15¼ rls. Only a mere trifle remains in first hands. There were also sold 200 bags Valencia, at 11¾ rls. and 300 bags at 12¼ rls. A Rhode Island cargo sold at $5 for 575 barrels Potatoes; 7½c for 25,000 bunches Onions; $65 for long Hoops; $30 for short.

FREIGHTS—Two British barks were taken to Falmouth and near ports at £2 10 and 2 5; a very old bark at £1 10; a Spanish brig and bark at £2 10 and 2 12 6; a large Dutch ship to Antwerp at £1 10 for Lumber and 1 15 for Sugar; a large French ship to Havre at 75 francs, and a brig at 90 francs. Also, a Spanish brig at £3 to load Molasses in Cardenas for Cork and a market. Vessels for the United States are very scarce and wanted. A Prussian bark was chartered at $8 per hogshead Sugar to load in Sagua for New York, and $7 was given for partial freight. We quote the rates for Box Sugar $1½ to 1¾. A Spanish bark of 1600 boxes was taken to Falmouth and near ports at £3. Vessels are wanted for the United States.

Exchange on London 13 to 13½ per cent. prem.; New York and Boston 1 to 1½ per cent. prem.; New Orleans short sight 2¼ to 3 per cent. prem.

Married:

At the residence of Col. Jos. T. Davis, Biloxi, on the 18th inst., by the Rev. E. W. Dumas, GEORGE W. CHRISTY, Esq., to KATHERINE VAN BENTHUYSEN, both of this city.

Died:

On Monday evening, September 18, at half-past 6 o'clock, HOLLAND, infant son of Rev. H. N. McTyeire and Amelia Townsend. To be buried in Mobile.

☞ STATE LEGISLATURE.—Capt. JOHN A. JAQUESS is a candidate to represent the First Representative District in the State Legislature, made vacant by the resignation of Hon. H. M. Summers. a11

☞ JULES LAVERGNE, Esq., is a Candidate for the State Senate, to fill the vacancy created by the resignation of the Hon. J. A. Brand. a5 1d

☞ CARD.—We miss some of our Books and Papers, which we feel satisfied were saved by some of our friends. Any person having them will do us a great favor by notifying us where they are in order that we may send for them.

A Liberal Reward will be paid in all cases where the parties will accept it. E. J. HART & CO, 107 Tchoupitoulas st. au21

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, 70 St. Charles street, and inquire for Dr. Sherman. For further particulars, see advertisement on this page, or apply to the store for a descriptive pamphlet. 6m 23 tp

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. 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, 38 St. Charles st. a11 1m

J. D. Henriques,
FASHIONABLE CLOTHING AND GENTLEMEN'S FURNISHING STORE.
☞ TRUNKS, VALISES, CARPET BAGS, ETC.
NO. 14 ST. CHARLES STREET, Three doors below Verandah Hotel, New Orleans.
s20 9d3m

Thomas L. White,
BOOKSELLER AND STATIONER,
105 CANAL STREET.
☞ Has for sale—
SCOTT'S COMMENTARIES ON THE OLD AND NEW TESTAMENTS—4 vols., 8vo.
THE OLD AND NEW TESTAMENTS, arranged in Historical and Chronological order, with Notes and Copious Indexes. By Rev. George Townsend.
CLARKE'S COMMENTARIES ON THE OLD AND NEW TESTAMENTS—6 vols., 8vo.
CALMET'S DICTIONARY OF THE HOLY BIBLE. By E. Robinson.
BROWN'S BIBLE DICTIONARY.
THE PRONOUNCING BIBLE. By J. Alger.
s18 2tp21

Carpet Warehouse,
68 CHARTRES STREET.
☞ We are now receiving by fresh arrivals from England and the North, a large assortment of the following viz: CARPETING—Wilton, Velvet, Brussels, Tapestry, Axminster, Imperial and Superior Three-Ply, Superior and Common Ingrain, Venetians, Hemp, etc., etc. Floor Oil Cloth of new patterns and various qualities, Oil to suit all sizes of apartments. Matting, Table Covers, Window Shades, Druggets, Stair-rods, etc. All of which we offer at the lowest market prices.
s19 tp A. BOURSEAU & CO.

Window Draperies at Cost.
☞ We have a very large assortment of RICH SILK AND WOOL AND WORSTED DAMASKS of new styles and quality. As we shall decline keeping this description of goods after this year, we are induced to offer them AT COST, to insure a ready sale, for cash.
J. D. DAMERON & CO.,
a18 1w3dp No. 26 Chartres and 97 Customhouse street.

Southern Yacht Club.
PASS CHRISTIAN REGATTAS.
.... THURSDAY, SEPTEMBER 21 ....
Free for all PLEASURE YACHTS, to be divided into two Classes:
First Class over 45 feet measurement, and Second Class under 25 feet.
.... FRIDAY, SEPTEMBER 22 ....
ANNUAL SAILING MATCH for the SOUTHERN YACHT CLUB CHALLENGE CUP.
.... SATURDAY, SEPTEMBER 23 ....
Free for all PLEASURE YACHTS of the First, Second and Third Classes.
☞ All the above Races will be triangles of 3¼ miles twice around, and under the rules of the S. Y. C.
☞ Appropriate and elegant Prices will be awarded to the winning boats of each Class.
☞ In all these races no boat can win a prize unless there are two or more boats in each Class.
☞ It is expected that several Matches as well as Sweepstake Races will come off during the week.
s8 tf H. RAREISHIDE, Secretary.

Cheap Dry Goods Store,
185 CAMP STREET. 185
☞ The Undersigned informs his friends and the public generally that he has now in store a large and beautiful assortment of
SEASONABLE DRY GOODS,
all of which are offered at the LOWEST PRICES.
DOTTED AND FIGURED SWISS MUSLIN;
NEW STYLE BAREGE AND MOUSLIN DELAINE;
PLAIN JACONET and PLAID MUSLIN;
SUPERIOR FANCY SILK BAYADERE ROBES;
BROCADE and PLAIN BLACK SILKS;
EMBROIDERED COLLARS, CHIMOSETTES and SLEEVES;
RICH VALENCIA and THREAD LACES;
LATEST STYLE HONITON DO;
EMBROIDERED SKIRTS of every quality;
SWISS and JACONET EDGING and INSERTING;
EMBROIDERED BANDS, LINEN CAMBRICK HANDKERCHIEFS, etc., etc.
....ALSO....
A large and well assorted stock of
FRENCH and AMERICAN PRINTS and DOMESTIC.
☞ HOUSE FURNISHING GOODS. ☜
RICH EMBROIDERED LACE and MUSLIN CURTAINS;
FIGURED SATIN DAMASK, all qualities;
RUSSIA LINEN SHEETING, DIAPERS and NAPKINS;
IRISH LINENS; HAMILTON COTTON SHEETING, TOWELING and TABLE LINENS. Also—A complete assortment of HOSIERY, etc., etc., etc.
s7 2plm HORACE HARBY.

Creme De Bouzy Champagne,
JACQUESSON & FILS BRAND.
An entirely different article from the Crème de Bouzy of other brands.
☞ NOW LANDING, 130 baskets of the above and other brands in quarts and pints, and will receive, in the course of a few days, a still further supply.
This Wine is decidedly superior to any other Champagne imported into this market, as is well known by all who favored JACQUESSON & FILS Brands of the CREME DE BOUZY or FLEUR DE SILLERY.
☞ Also on hand, my usual assortment of the best WINES and LIQUORS in the market, which will be sold on acc