DAILY CRESCENT.

THE NEW ORLEANS DAILY CRESCENT,

OFFICE NO. 70, CAMP STREET,

Will be regularly served to Subscribers in this city at an early hour every day, Sunday excepted, for $10 a year, in advance, payable to the Office, or 20 cents a week, payable to the Carriers.

THE CIRCULATION

of the Crescent, Daily and Weekly, is such as to offer a desirable medium to Advertisers, be

A FAMILY PAPER

it circulates largely, and at an early hour, at the homes of citizens, are a valuable medium for advertisements to be read and favorably appreciated by the citizens. No paper in the city circulates extensively among families.

OUR TERMS

are such as to invite the attention and patronage of the public.

TERMS OF ADVERTISING:

Per Square of Ten Lines in Nonpareil or Brevier, in all cases.....$1 00

Every subsequent insertion.....50

Advertisements on the Second Page are charged as new each day.

A liberal discount will be made with those who advertise by the year, or for a shorter time.

All Advertisements not marked will be published one month, and charged accordingly.

THE WEEKLY CRESCENT

is published every Monday morning for $5 a year invariably in advance.

TO CORRESPONDENTS.

☞ Anonymous articles will not be published—a known real name or satisfactory reference is required as confidence as a guarantee against imposition.

SATURDAY MORNING, DECEMBER 2, 1854.

☞ The undersigned will pay no bills against the Crescent, unless contracted by himself or on his written authority. J. O. NIXON.

☞ WANTED—A CARRIER for the Third District. Apply at this office To-Day.

LIST OF LETTERS.—The list of uncalled for letters, remaining in the Post-office of this city up to the 3d inst., will be published in our Monday morning's paper.

THE WEEKLY CRESCENT.

The Weekly Crescent, published this morning, contains late and interesting intelligence from Europe, California, the Sandwich Islands and other places. The news from Europe, and especially from the Crimea, is very full, being the telegraphic dispatches of information brought by the steamers Baltic and Africa, and full summaries of the Canada, Canadien and Hermann. The battles of the 2d and 5th and of the 5th and 9th, the sorties of the Russians and the movements of the Allies, together with the official dispatches of both sides, are published entire.

The news from the Pacific include the address of the British Consul to the King of the Sandwich Islands concerning American annexation; the movement of fleets, the affairs of California, Oregon, Peru and Chili up to the 1st of November, and Australia to the 4th of August. Mexican dates, by the Orizaba, are received from Vera Cruz to the 22d and city to the 18th. Texas dates are published to the 25th. In addition we have all matters of domestic interest, including the explosion of the steamship Ocean in Boston Harbor and a severe railroad disaster in New York.

The miscellany of the Weekly Crescent will be found to be very interesting. It is also supplied with the usual amount of editorials, police and city reports, and reviews of the markets.

Copies done up in good strong wrappers for mailing, can be had at the Literary Depot of J. C. Morgan, near the Post-office, and at the Crescent office, No. 70 Camp street.

POLITICAL PREACHING.

New York is a great place. Since the famous "higher law" discussion of 1850, men there have been unable to draw the line between politics and theology, and have almost used them as synonyms. The Nebraska bill, after having been discussed in Congress and the press, was taken into the pulpit and found to attract more interest and attention than the old fashioned doctrinal discourses. The Arctic disaster was used in the same way; in the same way the Maine Law and the Abolition meetings. If the fashionable clergymen of New York, who go to Nahant and Newport in July and return to their posts at the opening of the opera season, continue as they have commenced, politics and religion will be practically allied.

A farmer in this millennial era can hear his pastor preach a Sunday morning discourse on guano, and a broker in the afternoon listen to an essay on the currency. Indeed, the period we speak of has almost, if not altogether, arrived. The Albany Atlas says that the Rev. Washington Van Zandt "preached Clark and Raymond instead of Christ crucified in his pulpit, the day before election;" but says that was not so bad "as the preacher who traversed Schoharie county proclaiming that Governor Seymour was a Papist and had one of his daughters in a Nunnery!"

The editor waxing wrath, because the theology did not square with his own political preferences, gives the following advice, which we think is as applicable to Whigs as Democrats; for there can be no doubt if Clark and Raymond took the place of Christ crucified in some pulpits, Seymour squeezed salvation out of others:

"Our advice is, that when such men rise in the pulpit and so far destroy its decorum as to denounce by name such men as Governor Seymour and other leading Democrats, and to cast false aspersions upon them, the Democrats in the congregation should rise in their seats and, with all the respect due to the place, contradict the falsehood.

"There is no other way than this! If the Church is to be turned into a political meeting-room, let the congregation either have notice, so as to stay away, or let them have their full right of debate and discussion, as well as the stipendiaries of party, who throw out these political challenges from the pulpit."

There is a story current in the papers just now of an honest old clergyman, who, being asked to advocate from his desk some of the new-fashioned, reformatory isms that would ally themselves to religion, flatly refused, saying: "When you hired me it was to preach religion, now it's rum and niggers. I won't do it."

Isn't there a lesson in the old pastor's refusal that some modern sprigs of theology might do well to ponder?

A POPULAR FALLACY.

"Oh, would I were a boy again!"

This is the sentiment of a very pretty song, to which is affixed a very pretty tune. We think, notwithstanding, that the life which is "formed of sunny years," comes after juvenility.

It is a running stream that bears us back to the confiding trustfulness—the glad-bounding hopefulness of youth's spring-time; but those tones are mute to manhood's ear "that tranced the boy with music."

The time "when man was a young and an unspotted thing," is an age of poetry only to the beholder at a distance, viewed through the vista of years. The trifles which give pleasure to childhood—its thoughtless innocence—its smiles and its tears—present a beautiful picture for the artist's pencil and a charming theme for versifiers; but there are manly joys that come alone to manhood, which then reach the full realization of what in youth is but an ideal dream. This hale earnest man's life—even in a poetical sense—brings out the songs of the heart into an audible, palpable existence, composing a harmony which is but dimly shadowed forth and but faintly heard in "Love's young dream."

Manhood is the stern reality of pleasure as well as pain, and its prime and solid joys fully compensate for its hours of gloom and sadness. It brings with it a certain and correct appreciation of all life's good and ill—enhancing the former by very contrast with the latter. It expands and enlarges the capacity for enjoyment and strengthens with the power of elevated thought the resistance to sorrow or misfortune. Even from its defeats and disappointments the philosopher will draw pleasure and knowledge as "bees draw honey from mean sources."

"Would I were a boy again" may be a charming expression of puerile sentimentality; but it is absurd in reality. To become "a boy again" after having tasted the "living waters" of manhood—after having felt its high resolves and noble purposes, and seen the glories of its energies and its achievements—would be like transposing the butterfly from his bright colors and winged beauty back to the revolting substance and form of the worm from which he sprang.

ST. CHARLES THEATER.—Miss Howard and Mr. Farren made their second appearance in this city last evening, in the "School for Scandal"—Mr. Farren playing *Sir Peter*, and Miss Howard *Lady Teazle*. The piece itself is a standard, and those who step into its characters should be assured of their ability to present them at least respectably, so that no invidious comparisons shall force themselves upon the minds of spectators. Mr. Farren's *Sir Peter* disappointed us. It was altogether too juvenile and boyish, and, though well dressed, lacked every other requisite of the character. So far as appearance only was concerned *Lady Teazle* had a most flattering representative in Miss Howard, but the glib and indistinct utterance of the actress, together with her more than coquettish movements, failed to realize in our minds the real personage of the play. Either Mrs. Davis or Mrs. Bernard did better in the parts they respectively filled.

Mr. Field's *Joseph* was pretty well studied and measurably correct. Some of the reading was new and strange to us, and some of the parts—as in the screen scene—fully developed. On the whole, however, it was a tolerably correct character. *Moses* had too much of the Irish in his brogue to suit an Israelite. Mr. Pope, as *Charles Surface*, was at once the best and worst of the evening's characters. In some parts he left nothing to be desired; in others he utterly failed. At one time he was perfect and at another exceedingly incorrect. One instance must suffice. *Ah mes dice enfans.* At the close of the last act the text is as follows:

"An humble fugitive from folly view
No sanctuary near but love and you;
You can, indeed, each anxious fear remove,
For even folly dies if you approve."

Mr. Pope read it:

"You can, indeed, each anxious fear *approve*,
For even folly dies if you *approve*."

A little more care and study is needed.

NORMA.—We understand that the grand opera of "Norma" is to be brought out at the French Theater on Monday evening, with Mme. Laget Planterre as *Norma*, and Baille Prettie as *Adalgisa*. This opera is universally acknowledged to be Bellini's masterpiece, and is gotten up at the Orleans in a style commensurate with its merits.

MISS CRAMPTON'S BENEFIT.—Miss Charlotte Crampton takes a benefit this evening at Dan Rice's. Miss Crampton is an able actress, and has acquitted herself most creditably in all the parts she has played in this city. We have been exceedingly pleased with her performances, and hope she will have a rousing house on the occasion of her benefit. It would be much to her advantage if she would restrain her fancy for masculine parts, and play more in those that are truly feminine.

MEDICAL HOSPITAL GAZETTE.—We have received the "New Orleans Medical News and Hospital Gazette" for December 1. It contains its usual amount of matter relative to the subjects concerning which it treats.

NO. FOURTEEN'S BALL.—We are indebted to the gentlemanly managers of Philadelphia Hose Company, No. Fourteen's ball, for an invitation to be present at Union Hall, in the Fourth District, this evening. We shall be happy to attend if possible.

METAIRIE JOCKEY CLUB AND RACES.—The meeting of the Metairie Jockey Club, at the City Hotel, last evening, was well attended. The election of officers resulted as follows:

J. G. COCKE,	*President*,	re-elected.
GEO. HERBERT,	*1st Vice-President*,	"
WM. CHRISTY,	*2d Vice-President*,	"
E. W. READ,	*Secretary*,	"
SID STORY,	*Treasurer*,	"

On motion, the regular rules of the Club were set aside and the Fall races allowed to commence on Wednesday, the 6th, instead of the day previous.

We understand that the following stables have already arrived, and more are expected. The prospect of a pleasant and interesting meeting are sufficiently reflected in the statement.

Gen. T. J. Wells—*Locomite, Hornpipe* and *Eda*.

Col. Bingman—*Joe Blackburn* and a Doublecon filly, 3 years old, out of Sarah Bladen.

Lecomte & Co.—*Telia, Gallitina*, and a 3 year old Mazgrave colt.

E. Warwick—*White Eagle*, and a 3 year old Glencoe filly.

Col. Turnbull—*Nathmeeker*, and a 3 year old Glencoe, out of Jenny Bresee.

Mr. Staples—*Pickaway* and several young ones.

Mr. Tombrock—Two 2 year olds by Glencoe, one out of Gipsy and one out of Nanny Rhodes.

OPELOUSAS RAILROAD.—The exhibit made by the New Orleans, Opelousas and Great Western Railroad Company, for the month of November, in our columns this morning, shows a very flattering state of affairs for the Company. Nearly $9000 for a single month is equivalent to $108,000 *per annum*, which, considering the length of the road and all the attendant circumstances, is more than the stockholders had any right to expect. For full particulars, we refer to the report as set forth in another column.

A LETTER FROM MR. SOULE.—The New York Tribune says:

We learn that Mr. Soulé has written a letter to the French Foreign Minister, of the most sarcastic character, which will be made public the moment he arrives at Madrid. In this letter he proves that from the conduct of the official at Calais, he must have had positive orders to reject him; and that, therefore, the Minister had such orders. He wants to know why it was that he was permitted to live one month in the south of France, three weeks subsequently in Paris, and he was invited so cordially to visit the Court while in Paris if he was so personally obnoxious to the French Government. He wants to know if it was his association with Messrs Buchanan and Mason at the Congress of Ostend, that converted him so suddenly into an obnoxious and dangerous individual.

He wants to know why it is that a great nation like France, which has three armies in foreign lands—one at Rome, another at Athens, a third in the Crimea—and an immense standing army at home, is less afraid to provoke a war with a powerful Government like that of the United States, than to allow a humble individual like his self to enter its territory and come in contact with its people. He adds that he knows he is obnoxious to the French Government, and repeats that he has no favors to demand and none to expect, and cautions it not to provoke too serious the people of the United States. These are but a few of the sentences contained in the sarcastic letter of Mr. Soulé, and when the whole shall be published we are assured that it will create a sensation.

On the evening of the 23d an affray occurred in Jackson, Mississippi, which resulted in the death of Mr. R. D. Shackleford by a pistol shot wound. A Mr. Taylor was also wounded, and it was not known who fired the pistol. Mr. Shackleford was a printer, and had been Assistant Secretary of the State Senate.

Several fine specimens of gold ore have recently been taken from the Hale mine, a short distance from Charlotte, N. C. A few days ago twelve bushels of this ore, taken at random from the mine, yielded twenty-two hundred and forty pennyweights in the amalgam state.

It is anticipated that the six steam frigates ordered by the last Congress, and now in process of construction at the Northern Navy Yards, will all be completed before the close of another year. The engines are all contracted for and will be ready to be placed on board by the 1st of October.

LARGE THEFT.—Mr. Charles Anderson, residing about two miles south-east of Birmingham, Pontotoc county, Mississippi, was robbed on the 14th ult. of about $5000 in cash and a similar amount in notes. He offers $1000 for the detection of the thief, who is said to be a man named Wilson or Wilkerson, about 21 or 22 years old.

LAKE STEAMERS.—The Florida has just undergone a complete overhauling, painting, etc., and takes her place to-day in the mail line, in charge of Capt. J. Grant, presenting all the beauty of proportion and fitness that marked her advent into the service. The Oregon and California are her consorts, each making a trip alternately. A powerful new boat—the Tahmeda—is now on her way out. Having left Charleston on Monday evening last, under command of Capt. R. A. Heirn. [Mobile Tribune, 29th ult.

EXTRAORDINARY FEATS IN THE AIR.—The New York Sun gives the following account of the daring aerial performances of Mons. Godard, on the occasion of a recent balloon ascension in that city:

At half-past 3 o'clock, accompanied with Mr. Arritta, of Havana, Mons. Decan, I. H. Benedict, and one of the animals belonging to the Hippodrome, fastened in the car of a parachute, he cut the cords asunder which bound him to earth, and taking his seat on a trapezium—a wooden pole suspended at each end from the car with ropes, twenty feet long—bounded up at a rapid rate, amid the hurrahs of the multitude. When about an eighth of a mile up he cut the parachute loose from the balloon, and it descended safely to the earth, with its freight unhurt.

Mr. Godard then commenced the performance of his gymnastic feats in the air. At one time he whirled over and over the pole of the trapezium; at another time grasping it with a single hand he swung his body to and fro as a school boy would on a swing. Then again, he appeared to be hanging to it with his chin only, then standing upon it—both hands hold of the ropes—then on one leg, then without any grasp of the lines, and finally as the balloon ascended nearly out of sight, the daring voyager stopped, rolled over upon the trapezium and in mid-heavens, hung suspended from it, head downwards, with a single foot locked over the pole!

There perhaps could not be a greater exhibition of daring than this. Many persons who watched the feats trembled in their shoes as they saw him pass through his aerial evolutions. He, however, restored them to their natural equilibrium of composure on ascending by the ropes of the trapezium, a distance of twenty feet, into the car of his ship and to the company of his passengers. He was going off in a N. N. E. direction slowly when last seen.

Telegraphed to Daily Crescent.

By the National Line.

Steamboats Passing.

VICKSBURG, Dec. 1.—The steamboats Oceana and T. P. Leathers passed here this morning, the former at three and the latter at eleven o'clock. Both bound for New Orleans.

OPERATIONS IN THE CRIMEA.

THE SEA ATTACK.

Correspondence of the London Times.

OFF THE KATCHA, *Onara*, Oct. 18, 1854.

Yesterday morning, about daybreak, the English and French opened fire from their batteries on the south side of Sebastopol. Late on the preceeding night it had been agreed by the combined Admirals and Generals that the fleets should on the same day make a grand attack on the forts at the mouth of the harbor. During the night topgallantmasts were lowered, spare spars and boats handed over to Her Majesty's ship Vulcan, and early in the morning steam was up. The paddle-wheel and screw frigates lashed themselves alongside the sailing line-of-battle ships, and all was got ready for the fight. The French were to occupy the right as you enter the harbor—that is, the southern side, and the English the left or northern side. In one line—about 1,500 yards off.

The French first got their places, about 12½ o'clock, and immediately commenced a heavy fire, which was vigorously returned from the batteries. The distance, however, was certainly greater than originally contemplated, and so far as I can ascertain, it was over 2,000 yards. By degrees the English ships successively took up their stations, passing in rear of the French and anchoring to the left. The Agamemnon, Sanspareil, and London, (lashed to the Niger,) however, took an inside station in advance—not more, about 1,000 yards from Fort Constantine. Nothing could be more noble than the gallant way in which the Agamemnon and Sanspareil steamed in amid a perfect hail of cannon-balls and shells, preceded by a little tug-steamer, the Circassia, commanded by Mr. Ball. This little bit of a cockleshell, which looked as if she might have been arrested by a fowling-piece, deliberately fell the way for the large ships till her services were no longer required.

The firing soon became terrific. At the distance of six miles the sustained sound resembled that of a furious locomotive at full speed, but, of course, the roar was infinitely grander. The day was a dead calm, so that the smoke hung heavily about both ships and batteries, and frequently prevented either side from seeing any thing. From about 2 o'clock till dark (nearly 6) the cannonade raged most furiously.

Towards 5 o'clock Fort Constantine, as well as some of the smaller batteries, slackened somewhat in their fire, but toward dusk, as some of the ships began to haul out, the Russians returned to their guns and the fire seemed as fierce as ever. There was one explosion just behind Fort Constantine, which appeared to do much damage. At dark all the ships returned to their anchorage. The change was magical from a hot sun, mist, smoke, explosions, shot, shell, rockets, and the roar of 10,000 guns—to a still, cool, brilliant starlight sky, looking down upon a glassy sea, reflecting in long tremulous lines the lights at the mast-heads of the ships returning amid profound silence.

What damage has been done to the forts we don't yet know. Three of our ships have been roughly handled, and the killed and wounded amount to 46 English killed and upwards of 250 wounded. Lieut. Shaw, of the Albion, has fallen; and Lieut. Lloyd, commanding the Vesuvius; and Mr. Foster, midshipman, on board the Sanspareil, are seriously wounded. She is fearfully damaged, her main mast much injured, and the mizzen is tottering and leaves The Arethusa, although she suffered less in men, having only four killed and fourteen wounded, suffered even more in her hull. It is, besides, asserted that the dry-rot is in her wood. Both these vessels, owing to this accident, quitted the scene of action after a short time.

If these two vessels have been the most unfortunate, the Rodney may certainly be said to have been the luckiest vessel of the fleet, except perhaps in the shot by which she carried away the mainmast of the Retribution. She entered during the latter part of the action close to the forts, and went on shore on the shoal running out from Cape Constantine. Fortunately, it was already dusk and the Colombo at hand, which got her off without her having suffered much injury. Not so the Spitfire, which was lashed to her. She was so much damaged that she was brought in in a sinking state, and could only be kept afloat by the efforts of the crew at the pumps. She is still alongside the Rodney, and undergoing the most necessary repairs to enable her to go away and be refitted.

Like the Albion and the Arethusa, the Trafalgar could not long keep her place, or rather, she never took it up properly, for the Rodney sent a Moorsom shell into the mainmast of the Retribution, to which the Trafalgar was lashed; it burst in it, the mast went down, and both vessels were unfit for action.

The old Britannia maintained her position, and was exposed to a hail of shot and shell. Both she and the Furious, to which she was lashed, kept up a very good rocket practice at the batteries. I saw, toward dusk, some very well-directed ones fly over. The Admiral himself narrowly escaped a shell, which burst on the poop. He was sitting on the poop railing when it fell.

The detached steamers on the left were decidedly the heroes of the day. To them was assigned the position north of the shoal running out from the Cape Fort. While the other vessels went down outside as far as Quarantine Bay and then veered round and opened their fire from their starboard broadside, the detached steamers steamed straight down inside, near the shoal. The first were the Sampson, Terrible and Tribune, who advanced like *falaises* before the Agamemnon and the Sanspareil, which formed the main strength of this division. These two, after having tried the range of their long-pivot guns at the Wasp Redoubt, steamed right down to the fort on Cape Constantine, the formidable casemated battery on the left of the entrance into Sebastopol, and engaged it. There you could see them anchored, the Agamemnon at 800 yards, and the Sanspareil a little behind, enduring with unshaken firmness the heaviest fire of the enemy, and returning it with great vigor, while the steam frigate, who could not approach closer in the shoal water, hovered around them, making the most of their independent position. The situation of the two screw line-of-battle ships was the most critical possible, exposed as they were to a heavy cross fire, on one side from the northernmost batteries running along the shore, from the Star Fort inside, and from the whole outward face of the fort on Cape Constantine.

For two hours they had to encounter the whole fire of the enemy on that side alone, when the Queen, having left her first anchoring place, where the Turkish flagship had come in her way, passed inside of the other sailing line-of-battle ships, from the extreme right to the left, and came up alongside the two heavily-pressed screw steamers, and drew off part of the enemy's fire from them—a movement which, as I told you, was acknowledged by Admiral Lyons hoisting the signal of "Well done, Queen!" It was a marvelous sight to see such an immense vessel as the Queen passing the other liners, inside; and both Capt. Mitchell and Capt. Powell, the commander of the Vesuvius, deserve the highest credit for the skill and enterprise with which they took the vessel in, as well as out. Unfortunately, the reefs which she brought, was only momentary, for, being but in six fathoms water, she was in danger of going on shore, unless she anchored, while if she anchored, she would have had to leave her anchors behind, and perhaps something more, for she had caught fire from a red-hot shot; she was thus obliged to yield to the *force majeure*, and withdraw.

The Sanspareil, owing to her unwieldiness and the defects in her propelling force, which falls always when most necessary, would have had a hard fate had not the Shark, a tiny little steam tug, which attends the Sanspareil as a pleasant does its sire, or the jackal its lion, come in and towed her out. The skill and courage displayed by the commander of this little craft, Mr. Ball, second mate, excited general admiration. It was a striking practical illustration of the lion and the mouse, to see the little Shark help out the colossal Sanspareil, but at the same time it was a most gallant feat of seamanship. It is reported that Admiral Lyons sent in the commander of the Shark with the words: "Go in; you will find there a coffin or your promotion."

Both the Agamemnon and Sanspareil were obliged to leave buoys for their anchors, but they left also some heavy marks of their presence on the face of the forts. Both ships did not quit their posts until nightfall, for Admiral Lyons determined to be sunk rather than give in.

While I am relating to you the deeds done on the day of bombardment, I cannot refrain from telling you also a happy *mot* spoken the day after the action. The Turkish Admiral sent his excuses to Captain Mitchell, of the Queen, for having gone between his ships and the forts. The answer of Captain Mitchell was, "that he considered him to do his duty best who was nearest to the enemy."

The loss of the fleet in men amounts to 46 killed and 268 wounded.

Now, you will wish to know what was gained by the bombardment. As I told you in my last letter, the batteries were never more than a few moments silenced, so that it is difficult to say whether this took place in consequence of the injuries sustained, or only in order to let the guns cool. The day after the bombardment, the Sampson went down to see what injury had been done to the forts. Well, they look as if they were marked with the small pox; but I am afraid it is not of a very dangerous character, except, perhaps, on the northern face of the Cape Fort, where at one of the angles two of the portholes have been thrown into one, but a considerably larger one. There is indeed a rumor current that they were obliged to steady a part of the Cape Fort by buttresses; but I have not heard of any one's having actually seen with his own eyes the buttresses.

Here you have, then, the palpable advantages and disadvantages of the bombardment before you, and you may judge whether the first are worth the second.

It is now established beyond doubt that the greatest defense of the sea forts of Sebastopol is the shallow water, which does not allow a close enough approach to make ship's broadsides really formidable to them. The fact is very simple—a ship's broadside can produce a more formidable concentrated fire than any fort in the world; but ships' sides cannot resist fire so long. The closer, therefore, a ship comes to the battery the greater becomes its advantage; where its own danger decreases, from the forts not being able to depress their guns enough to hit the hull.

An excellent proof of this latter fact, namely, that the danger of a vessel decreases by nearer approach, was furnished by the Agamemnon and the Sanspareil. Although not more than two hundred yards from each other, the Agamemnon, which was closer in, suffered much less. Vessel as well as crew; and then most of the shots fired into the Agamemnon damaged the rigging, while the Sanspareil suffered chiefly in her hull. The Russians have been perfectly aware of this. They sank therefore a number of vessels before the entrance of the harbor in a line from the shoal running out from Cape Constantine down to another shoal or reef, running out from the point opposite, on which Fort Alexander is built. They impede thus not only the entrance of the harbor, but the approach to the forts themselves. The grand fort on Cape Constantine is, besides, protected on the north face by another shoal running out from the point on which the telegraph is erected.

The night before the bombardment, a boat, with muffled oars, was sent to explore the two shoals; the crew went all around, and so close in that they could hear the people talk, and would have been able to understand what they said, had they known their language. Two small Russian steamers, which were likewise outside of the sunken vessels when the action began, were lying off the entrance, but mistook the boat, as it seems, for a Russian. According to the observations made, the depth of water is so uncertain and variable, that large vessels could not enter beyond eight fathoms of water, which scarcely brings them within 1600 or 1600 yards.

From these and other previous observations to the same effect, it became apparent that, with vessels alone, nothing could be undertaken against the fortified side of the side. It was only in co-operation with the army that ships could be of great service, by creating a diversion in favor of the advancing forces, and helping to reduce the place. The question was only to choose the right time, and at the time strike with the greatest energy.

CONSTANTINOPLE, Wednesday, Oct. 25, 1854.

It is said that one effect of the naval diversion on the 17th was, that the Allies were able to gain a parallel two hundred yards nearer the Russian works, a considerable advantage, if the story be true; for such an advance might make all the difference between a destructive and an ineffectual fire against earth and stone. A person who left on the 19th says that the only effect of the English and French balls on some of the Russian works was to make them seem speckled all over. The strength of the defences is most undoubted. But when once a breach is made the rest will be easy. The Russian troops are said to be disheartened. The sailors from the fleet work well, and are the principal artillerymen. Should the Allies once get in among them the affair will not last a couple of hours, though it cannot be doubted that numbers must fall before an entrance is effected. The loss at Alma is a proof of the difficulty of attacking a strong position, even when those defending it are inferior in every way. It would be madness to attempt an attack without having made two or three practical breaches; and, as far as our present information extends, we are unaware of any such success having been achieved. However, there is another month fit for operations, and there seems no reason to believe that any considerable force of Russians can advance to help the place for some weeks to come. The troops fired at by an English steamer when crossing the Dniester did not appear to be more than 20,000 strong, and they can hardly arrive in the south of the Crimea for another month. There are persons who say that the Russian army of Simpferopol is of great strength, but it seems most improbable, for it would hardly, in that case, have allowed the town to be so endangered as it was on the 17th and 18th.

The dismasted and battered Albion arrived yesterday in Bujukdere Bay, towed by the Oronsco. This vessel, with the Agamemnon and Sanspareil, bore the brunt of the action. She had fifteen killed and seventy-two wounded in the day's combat. She was towed down to Constantinople this morning to be docked. As the passed, with her main and mizzen topmasts shot away, and her sides showing the marks of the fray, a band on board played enlivening airs—a strange contrast to the scene which had been witnessed on board a week before. She has several large holes near the waterline, which have been temporarily boarded up and painted; and the round marks of the shot are to be seen on every part of her hull. Her vast bulk, equal to that of a first-rate, with her battered aspect, and the interest attaching to the fight, attracted crowds during her passage down the Bosphorus. The spectators eyed her silently with various ideas and sympathies—the English with pride, mingled with sorrow, the Turks with apathy which might well any feeling other parts of the population with something like secret gratification. She had sent upwards of one hundred and twenty men on shore previous to the commencement of the action, in which she was exposed to the hottest fire of the Russian batteries. There was a general anticipation on board that the fleet would again try its fortune against the fortifications which it has so long watched; but, whatever may be the ardor of the sailors, it would be unwise to allow any chagrin at an incomplete result to urge the valuable squadron into action under circumstances in which our loss may at least be greater than any we can inflict on the enemy. The Arethusa is not so much injured as some of the vessels, but she was found to be in a rotten state, and the shot which struck her knocked out whole pieces of her hull, although this would have done little damage to a sound ship.

The French loss it is difficult to ascertain with exactness. It is, however, certainly greater than was supposed at first, being now stated at 60 killed and 250 wounded. The total loss of the allied fleets on the 17th, was, therefore, more than 600 men. No French vessel, however, was so much injured as the Albion, although the Ville de Paris had her upper deck very much shattered by the shells of the enemy. Lieutenant Lloyd is still alive at the Naval Hospital at Therapia, although his wound is most severe, and his escape from instant death wonderful. A shell struck him under the arm, and tore away part of his side; the heart, however, is not mortal, and he has the advantage of at least sufficient medical attendance. About 84 wounded have been landed at Therapia; two had died up to the night of the 22d; since then, there have been said one or two deaths. Many of the men who were slightly hurt have remained on board The Oronsco, which towed down the Albion, will probably return with Turkish troops. However, the supply of these is nearly exhausted, and the arrival of French reinforcements from Marseilles would be received with satisfaction. The allied troops are no doubt incomparable superior to the Russians, but still the expected superiority of the enemy after a short time, is a dawn of disquiet even to the sanguine.

COLLISION BETWEEN THE STEAMSHIP CANADA AND THE STEAMER OCEAN—*Explosion of a Boiler and Loss of Life.*—The fact of the collision between the steamship Canada and the steamer Ocean has been already announced here by telegraph. A dispatch from Boston on the evening of the 24th ult. gives the following particulars of the occurrence:

Shortly before 6 o'clock this evening, the steamship Canada came in collision with the steamer Ocean, hence for Hallowell, Me., striking her amidships. The Ocean took fire, and soon after her boiler exploded.

The steamship Canada is now anchored on Rainsford Island, and the steamer Neptune has been sent down to her to bring her mails, and will probably reach here with them at 12 o'clock to-night.

The collision between the Canada and the Ocean occurred shortly after 6 o'clock, near the lower light-house. The weather was not very thick at the time, and the cause of the disaster remains unexplained.

The steamers Forest City for Portland, and the Boston for Bangor, took off the passengers of the Ocean, about 40 in number.

The collision upset the stoves on board the Ocean, in consequence of which she took fire, and soon afterwards followed the explosion of one of her boilers.

A man, a woman, and a child three years old, were picked up after being drowned—names unknown. Hiram L. Wing, one of the messengers of Carpenter's Express, is badly scalded. Chas. Pope, a colored man, had his thigh broken, and his wife is badly injured. These are all the serious casualities that have yet transpired, but it is feared many more have lost their lives by drowning. The freight of the passengers was excessive.

The Forest City returned here with the dead and injured, and the Boston, with the balance of the passengers, proceeded on her way to the East.

The Ocean was a large and good boat, and was commanded by Capt. Donovan. She was heavily freighted, and is a total loss.

It is said that vitriol throwing became a common practice with some malicious persons in Paris, and the police were months before they could detect any of the perpetrators. Finally, it was discovered that the vitriol was thrown from a syringe in the form, and exactly resembling a segar, so that the operator had only to pretend that he was smoking, while he went along the streets with impunity, throwing vitriol on whom he pleased.

Scoville, the absconding Clerk in the Agency of the Marine Bank at Macon had been arrested in Louisville, Kentucky. It will be remembered that he decamped from Macon some weeks ago, taking with him $10,000 belonging to the agency of the Marine Bank.

Oliver H. Tonmin, a music teacher 60 years of age has been found guilty in Brooklyn of committing a rape upon one of his pupils, aged 12 years.

On the morning of the 23d a daughter of Mr. Andrews, of Elmira, New York, was run over and instantly killed on the Williamsport and Elmira Railroad.

INFAMOUS SWINDLING.—A few days since, an advertisement appeared in one of the morning papers of New York, to the effect that four hundred laborers were wanted, at nine shillings per day each, and employment for the winter to go to Pennsylvania and work in a coal mine or on a railroad, and that further information could be obtained by calling at a certain intelligence office. A large number of Germans and Irish proceeded thither, and one hundred and fifty were induced to pay down $2 50 each to defray their expenses to Lackawaxen. The swindlers then put them aboard an emigrant train, at a cost of $1 50, and on arriving among the forests of Pennsylvania, they found they had been swindled, as no one there wanted laborers. The swindlers have been arrested.

FRY VERSUS BENNETT.—The Superior Court of New York has refused a new trial in this case, which is the celebrated opera case, in which Mr. Fry, as the manager of the Italian Opera, obtained a verdict of $10,000 damages for the libels of the Herald upon that establishment. The defendant moved for a new trial on the ground of excessive damages, and, failing to obtain it, the award must be paid, if assets can be found; but it is intimated that Bennett has been hiding his property to keep it from Fry.

THE PORTUGUESE CONSUL AND THE SLAVE TRADE.—The New York Times referring to the fact that a motion has been made for a new trial in the case of Capt. Smith, convicted of being engaged in the slave trade, the penalty of which is death, says:

It was sworn, on his trial, that the Secretary of the Portuguese Consul, at this port accompanied Capt. Smith to Boston, and paid for the vessel which was to be engaged in this nefarious traffic. The motion now pending for a new trial of Capt. Smith is based partly on the assumption that the Portuguese Consul, a foreigner, was part owner of the ship. And being himself called to the stand, the Portuguese Consul *refused to answer*, when asked whether he was interested in that vessel, or whether he had been in any way concerned in fitting out ships for the African slave trade.

KNOW-NOTHING CONVENTION.—A dispatch from Cincinnati of the 24th says:

It is understood the "Know-Nothing" Convention, which has been in secret session here for the last two weeks, will adjourn to-morrow. The attendance has been very large, and each State in the Union has been fully represented. Among the representatives were Messrs. John M. Clayton, of Delaware, Ullman of New York, Browne of Pennsylvania, Lumsden, of New Orleans, and Mayor Conrad, of Philadelphia. The utmost harmony is said to have prevailed amongst them.

Important changes have been made in their constitution, a new ritual adopted, and all their passwords, signs, etc., have undergone a complete alteration.

The question with reference to Presidential candidates was not brought up.

SLOOP-OF-WAR ALBANY.—We give in the telegraphic column a dispatch from Philadelphia announcing the loss of the United States sloop-of-war Albany. We are inclined to believe that this dispatch is founded on rumors prevalent in this city, with no other foundation than justly excited apprehensions. No dispatches have been received at the Navy Department in regard to the loss or safety of the Albany. [Wash. Union, 29th ult.

Amusements This Evening.

ORLEANS THEATER.—Second night of Hayley's grand opera, entitled the "Queen of Cyprus," with the same cast as before.

ST. CHARLES THEATER.—This evening will be produced the new extravaganza of "Ganom, or the Slave of Love," in which Miss Howard will appear; and, second time, "Play, Plot and Passion."

DAN RICE'S.—Bulwer's "Lady of Lyons"—*Pauline*, Miss Crampton; *Claude*, Mr. Vance—and "The French Spy."

PEEL'S SOUTHERN OPERA HOUSE.—The Ethiopian Company of West & Peel in a number of Pantomimes and amusing delineations of Negro Melody and Character.

UNION HALL—*Fourth District.*—Philadelphia Hose Company No. 16 gives a Ball in the evening at the Union Hall, on Jackson street.

THE VITRIOL MAN.—The arrest of the vitriol man in New York caused much excitement among the theater and opera-goers, and numerous charges were made against him of having ruined ladies' dresses valued at prices ranging from twenty-five to one hundred and fifty dollars. Since his arrest he has made the following confession:

"I have been throwing this vitriol since about the 1st of November instant, as near as I can remember. I first commenced throwing it on women of bad character, thinking it would benefit the community. After a short time I was unable to distinguish the 'good' from the 'bad;' and I further state that all the vitriol I did throw was in Broadway near the places of amusement."

The Times is informed that for the past two years Mr. Gray has been greatly perplexed and harrassed in his business by debts, and more recently met with a heavy loss by the suspension of a weekly Native American newspaper, which was much in the arrears to him for printing.

The wife of Mr. J. Jenkins, residing nine miles from Winchester, Va., committed suicide by drowning last week. Mr. J. is absent at the West, and it is supposed that the accounts of so many railroad and steamboat accidents, together with the fact that a few years ago she lost a son by accident, so preyed upon her mind as to unsettle her reason.

The trial of Phelps in Albany, New York, for murder, was concluded on the 24th, and the jury rendered a verdict of guilty.

A shaft weighing seven thousand one hundred and forty pounds has just been completed at Pittsburg for a new boat destined for the Ohio and Mississippi trade. It is made of the best Juniata iron, is thirty-seven feet long, nine and a half in the main shaft.

CANCERS CURED.—Dr. Frazee has the honor to inform the public that he is prepared to treat all cases of this fatal disease, and to give CONSTITUTIONAL CURE IN EVERY CASE, except when some vital organ is affected. Cancers, of less than the surface 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 monthly mail will secure a package of the CANCER SPECIFIC, with full directions for use. Address DR. FRAZEE, Office, 38 St. Charles st.

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 third page, or apply to the store for a descriptive pamphlet. feb13 ly

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There is short—I know you can not stay.
But if your hair is gray, as white as snow,
GILLMAN'S DYE will make it black as crow,
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