New Orleans Daily Crescent.

JAMES C. NIXON. WILLIAM R. ADAMS.

OFFICE, BY NIXON & ADAMS.

OFFICE, NO. 76 CARP STREET.

TERMS:

The Crescent will be regularly served to subscribers in the city at six cents per week every morning, (Sundays excepted.) for $10 a year, in advance; half yearly and quarterly at the same rates, or 25 cents a week, payable to the carriers.

Advertisements, per square—first insertion, in all cases, $1; for every subsequent insertion, 50 cents.

Advertisements on the second page are charged $1 for every insertion.

Advertisements published at intervals, will be charged $1 per square for every insertion.

Advertisements not marked, will be published one month, or longer, and charged accordingly; no advertisement or subscription will be stopped until all arrearages are paid, at the option of the proprietors.

A Liberal Discount will be made to regular advertisers.

THE DAILY CRESCENT

Has circulation which renders it a desirable medium for advertisers. AS A FAMILY PAPER IT CIRCULATES largely, reaching many hundreds of homes at an early hour, and being read before the approach of business cares, consequently articles for family use may be advantageously published in its columns.

THE WEEKLY CRESCENT

Is published every Monday morning at $3 a year, invariably in advance. Having an extensive circulation throughout Louisiana, Mississippi, Arkansas, Alabama, Texas and other States, it presents a favorable medium to advertisers of making their wares and commodities known. Advertisements inserted for $1 per square for each insertion.

WEDNESDAY MORNING, SEPT. 3, 1856.

☞ Persons leaving the city during the summer, who desire a file of the Weekly Crescent forwarded to them, can have it done regularly by any specified time, by leaving their orders and address at our office, No. 76 Camp street.

☞ Hon. J. A. Quitman, M. C. from Mississippi, has our thanks for valuable public documents.

HORSEHOLD WORDS.—We yesterday received by mail, the September number of this interesting periodical. We heartily recommend it to one reading public.

HARPER'S MAGAZINE FOR SEPTEMBER.—Messrs. J. C. Morgan, Exchange Place adjoining the Post-Office, and J. B. Steel, No. 60 Camp street, have laid on our table copies of Harper's Magazine for the present month. It contains, as usual, a large amount of valuable reading matter, selected from the latest publications.

J. B. Steel, No. 60 Camp street, has sent us a little work entitled the "Gibraltar Gallery." It is the first number of Harper's Story Book, a monthly series of narratives, biographies and tales, designed for children. As it is embellished with numerous engravings and contains much interesting matter, we bespeak for it a rapid sale.

SALE OF WINTER CLOTHING, WHITE SHIRTS, ETC. We call the attention of the trade to the sale of an extensive assortment of winter clothing, white shirts, etc., which will take place this day, at 10 o'clock A. M., at Blache & Lecumonte auction rooms, No. 77 Chartres street. Terms cash.

DEBOW'S REVIEW FOR SEPTEMBER.—We yesterday received, through the mail, a copy of this valuable magazine. It contains a number of very interesting papers upon literary, agricultural and commercial subjects, which are calculated to be instructive to all classes of readers. It can be found at all of the principal booksellers in the city.

RETURNED IN DISTRESS.—The steamship Daniel Webster, Capt. Churchill, which sailed a few days since for New York, returned last night. Captain Churchill reports that on Saturday last, when at sea 150 miles from the Balize, she encountered a hurricane, which tore off the wheel-house and carried the smoke-stack overboard. We understand that the ship was leaking considerably.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.—Our readers will see, by referring to an advertisement in another column, that this Railroad Company have made some important alterations in their schedule which it would be well to keep in mind. They also advertise that a line of four-horse mail stages runs from Magnolia (the present Mississippi terminus of the road) to Jackson and back each day, connecting with the passenger trains, so that persons can go direct to Jackson via the railroad, without detention at any point on the line. This is a great convenience to the traveling public.

We learn from a telegraphic dispatch dated Washington, August 27th, that the President was under medical treatment for a slight attack of the chills and fever.

We also learn from the same source that the sentence of the Court Martial, suspending Marshall S. Howe from his command and pay for three months, for neglect of duty, to the prejudice of good order and military discipline in Minnesota, has been approved by the Secretary of War.

☞ Strong fears are entertained by many persons as to the fate of the bark Francis, she having went to sea from the Passe-a-la-Outre on the morning of the 8th ult., bound for New York, and has not as yet been reported as having arrived at that port. Capt. Bowditch, the boarding officer at the South-west Pass, reports having seen a piece of her starboard quarter, apparently broken off at the knuckle, ashore in East Bay, on which was the name of the vessel. The name board had a white ground, with gilt letters and edges. The Francis cleared with the following cargo: 213 hhds. tobacco; 930 bbls. flour; 200 bbls. pork; 29 bbls. tallow; 115 bales cotton and sundries. The persons on board, were: Capt. Thos. Watts, S. D. Magrath, first officer, the second officer, and nine seamen, besides three passengers.

As she could not have been very far from the mouth of the river on the occurrence of the great gale of the 10th and 11th; if she did not go down with all on board as is supposed from the evidence found, she must have suffered severely.

LOUISIANA INVENTION.—We have seen a working model of a Self-acting and Self-adjusting Brake for railroad cars—the invention of Mr. Francis Armstrong of this city. This model was made for the purpose of being sent to the Patent Office, to complete his application for letters patent, made some time since. The principles of this novelty are: First—The force employed, or pull on the cars, on their being started in motion, adjusts the apparatus so as to secure the force of inertia of the cars on their coming in contact in the act of stopping; and this power, in part, or as much as is necessary, acts on the wheels to break their velocity in stopping the train. And at the moment the train has been stopped, the apparatus is self-reversed and placed in a position so that any force acting by the cars pushing each other, in the act of backing the train, can in no instance act on the brakes. The making of the changes is instantaneous, and the action positive; and apart from this, the apparatus is wholly guarded, so that any sudden, heavy force cannot damage or injure the mechanical combination to destroy its utility. The common hand brake can be made use of independent of this apparatus at any time, under any circumstances, if required.

This invention has been examined by persons of great experience in railroads, whose mechanical talents are reliable, and there has been but one opinion expressed—that is, that its practicability is certain, and that it is the most desirable and useful invention for the purposes above mentioned that has as yet been contrived.

The Opelousas Courier, of the 30th ult., says that the navigation of the bayous in that vicinity is again interrupted. On account of the low stage of water, the steamer Opelousas could not reach there on her regular day, and would be obliged to suspend her trips for the present.

TEACHERS IN THE PUBLIC SCHOOLS OF THE CITY OF JEFFERSON.—The following persons were elected teachers to the Public Schools of the City of Jefferson, at the meeting of the Directors held on Monday evening:

First Ward School—Boys and Girls, Mrs. Jourdan.
Second Ward School—Henry Himes, Boys' Department; Mrs. Robinson, Girls' Department.
Third Ward School—H. F. Allen, Boys' Department; Miss Beradich, Girls' Department; Miss Tunell, Primary Department, Boys and Girls.
Fourth Ward School—C. Cleveland, for Recitation; Miss Fuller, for primary classes for Recitation.

ARITHMETIC, ETC.—New classes begin this week in the mathematical department of Bolliere's Commercial College, 105 Canal street. All who expect to be business or professional men should be quick and correct in their calculations.

MODERN LANGUAGES.—English, French, Spanish and German are taught by able professors at Bolliere's Commercial College, 105 Canal street, in a practical manner, as used in business and conversation. Pupils can receive instruction daily in reading, writing and speaking. There are special apartments and professors for each of these languages. Success guaranteed to all in the shortest possible time.

MASSACHUSETTS WHIGS.

The following card appeared in a late number of the Boston Courier, one of the ablest conservative as well as influential journals published in the New England States. Over two hundred of the most prominent Whigs and "solid men" of Boston attached their signatures to it. To show the weight that rightfully attaches to it we append the names of a few of the signers; Messrs. Edward Everett, Wm. Appleton, Luther V. Bell, Robert C. Winthrop, Nathan Appleton, Thomas Aspinwall, George Lunt and George S. Hillard. The people of the country are familiar with almost every name on the list:

Here is the card;

The undersigned, OLD LINE WHIGS of Massachusetts, willing they have been thus far disposed to wait for the assembling of the Convention which has been called by the State Central Committee, for a declaration of their purposes in relation to the approaching Presidential election, yet finding that advantage is taken of the delay to throw doubt on the views which they entertain, and to create an impression that the only choice is between Mr. Buchanan and Mr. Fremont, take the mode of signifying their decided preference for MR. FILLMORE over all other candidates who have been nominated for the Presidency, and recommend him to the support of the people of Massachusetts.

August 16, 1856.

This little card and its endorsers administer a quiet, yet scathing rebuke to such men as Rufus Choate, Pearce, Pratt, etc., who, claiming to be old line Whigs, have announced their determination to support the most unrelenting opponent the Whig party ever had, at the coming Presidential election. It does more; for it gives cheering token that the once glorious old commonwealth is recovering from the storm of fanaticism that has been raging throughout her borders, and is about to array herself on the side of the Constitution and the Union.

This opinion gains strength from the fact that the Whig meeting held in Boston during the evening of the 25th—after the publication of the card—was numerously attended by the best men in the city, and that the proceedings were marked throughout by devotion to the Union and fidelity to the Constitution and the laws and compromises enacted under its authority. This meeting was called for the purpose of selecting one hundred and thirty-two delegates to represent Boston in the Whig State Convention which convenes in that city to-day, and to choose twenty-four members of the Whig Ward and County Committees, all of which labor was satisfactorily accomplished.

The State Convention, we are quite confident, will avow its preference for Millard Fillmore and choose delegates to the National Convention who entertain sentiments in common with the appointing power. Of this, however, anon. The old line Whigs are acting for themselves, speaking for themselves, and are not governed by the wants or wishes of the Democratic, American or Republican parties. Their organization is separate and distinct from the other political organizations of the day, and must be so considered in order to arrive at a truthful appreciation of the motives which inspire them.

The Whig National Convention assembles in Baltimore, this day two weeks hence. From what has been done and from what is being done, we incline to the belief that it will prove an imposing demonstration of respectability, patriotism and intellect. There is little or no doubt a majority of the States of the Union will be represented by delegates of high character and unquestioned truth. Consequently, no matter what turn the deliberations take—no matter how extended or diversified the range of the discussions—good must necessarily result to the country. If the old line Whigs met as partisans; if they proposed to put forth a candidate of their own; if they aspired to the control of the offices of the country; or in any manner sought to advantage themselves by direction or indirection, they would descend from the commanding position they now occupy, and weaken their cause before all intelligent constituencies.

Asking nothing—wanting nothing—and meeting together for the sole and exclusive purpose of protecting the Union of these States, of devising ways and means to restore tranquility, to repress agitation, and to bring about harmony between the different sections—the old line Whigs will merit the confidence of their countrymen, no matter what plan they may determine upon, or whether they succeed or fail.

We shall await the issue of the deliberations of the National Convention with more than ordinary anxiety, and shall promptly make the result known to the public.

An Extraordinary Document.

We shall publish to-morrow morning, an extraordinary document. We term it "extraordinary" with good reason. It will be found extraordinary for its length; extraordinary on account of the developments made; extraordinary because of the large number of letters from the most eminent men the country has ever produced, which appear in it; extraordinary for the deplorable position in which it places one of the candidates for the Presidency; extraordinary for the remarkable amount of secret history it unveils; extraordinary for its vindication of the illustrious dead from implied and direct censure of the gravest character; and extraordinary from the fact that, after the lapse of more than thirty years, when the great actors in the drama—CLAY, ADAMS and JACKSON—are in their honored graves, sleeping well after life's tumultuous fever, a disclosure is made which crushes the only other living actor—thwarts him when his life-long hopes are in process of fruition—and rescues the name of HENRY CLAY from the smallest taint or suspicion.

The document to which we refer contains letters and extracts from letters written by Gen. Jackson, Henry Clay, James Buchanan, Carter Beverley, Hon. Mr. Markley, Member of Congress from Pennsylvania, in 1825, Hon. Cave Johnson, member of Mr. Polk's Cabinet, Daniel Webster, Andrew Jackson, adopted son of Gen. Jackson, and Major Wm. B. Lewis, bosom friend of the old warrior—sage of the Hermitage.

The narrative portion of the document is written and signed by Francis P. Blair, editor of the Globe during the administration of Gen. Jackson and Mr. Van Buren, and the editorial Thunderer of both administrations. Why Mr. Blair was called out is explained lucidly and irrefutably. And, whatever charges the Buchanan men may bring against Blair, one thing is evident: Gen. Jackson looked upon him as a devoted friend, and reposed implicit confidence in him to the day of his death. Gen. Jackson never so regarded Mr. Buchanan. The developments of to-morrow will demonstrate that the Hero of Orleans felt little friendship for, and less confidence in, the present Democratic candidate for the Presidency.

As we have no fears but that the people will peruse the production with avidity, we shall say nothing respecting its formidable length.

LITE PUBLICATIONS.—The publishers have sent us, through B. M. Norman, No 14 Camp street, and under the St. Charles Hotel, the following works, to which we call the attention of our community:

LIFE OF GEORGE WASHINGTON, by Washington Irving. G. P. Putnam & Co: New York.

This is the first volume of the great work which the public have been for some time expecting. Of all the writers that America has produced there are none who could write the life of our country's Father better than could the distinguished author of the work now before us, and if we are to judge the whole work by this volume, we would say that it will be worthy of the great man whose fame and deeds it perpetuates, and will add new fame to the author.

LIFE AND PUBLIC SERVICES OF JAMES BUCHANAN, by R. G. Horton. Derby & Jackson: New York.

This is a volume which will be read with avidity by a certain class, and it is a great pity that the author is not as correct a historian as one who writes the life of a politician of fifty years standing, like Mr. Buchanan, should be. We are of the opinion that Mr. Horton has neglected to apply to parties for information as to certain private transactions relating to the Presidential election of 1825, who could, we have no doubt, have made him acquainted with facts, which would have induced him to alter certain parts of the work or give it up in disgust.

THE BAKED HEAD AND OTHER TALES, now first collected, and forming the second number of "Putnam's Story Library." New York: G. P. Putnam & Co.

These are a collection of probably interesting tales, well got up, and especially adapted to the prevailing taste. We bespeak for them a rapid sale.

The American State Council of New York assembled in Syracuse on the morning of the 20th ult. The attendance was very large. The whole of the morning was spent in examining credentials. The "North American" delegates were not admitted. After the transaction of some little business of not an important character, the Convention adjourned to meet the next day, when the real business for which the Convention was called should be brought up. From all appearances, a very harmonious time was expected.

The sloop-of-war Cyane sailed from Boston on the 26th, on a cruise

CORRESPONDENCE OF THE CRESCENT.

MOBILE, Aug. 31, 1856.

Dear Crescent: The day is bright, and would be pleasant, but for the northeasterly gale that is now blowing, and covering every thing with the sand, which forms the principal paving material of the streets here. It sprung up a gentle breeze on Friday evening, and yesterday evening increased to the gale which is now progressing. General apprehensions are felt regarding the shipping down below.

I was one of the party who went out on the mail-line steamer Cuba, on Friday evening, on an intended pleasure trip to Pensacola. There were some eighty or ninety gay passengers, about thirty being ladies. The boat left after dark, with music playing and fireworks whizzing from stem and stern, illuminating the harbor and giving the greatest eclat to her departure. When fairly under way, a ball commenced in the lower cabin, and was kept up till nearly eleven o'clock. In a short time after that, all had retired to rest, in the blissful anticipation of a frolic in and around Pensacola and the Navy Yard the next day. The swell in the bay caused the vessel to roll somewhat, but no one apprehended anything worse, and all composed themselves to rest.

Just as I was about sinking into oblivionsness, I was aroused by the increased rolling of the vessel. It was the first time I was ever "rocked in the cradle of the deep," and the stomachic sensations, I must confess, were anything but pleasant. With others it was worse; and not a few might be seen sticking their heads from between the curtains of their berths, and paying that tribute which old Neptune exacts from all who are not accustomed to the hillocks of his watery domain. For a little while this state of things continued, to the great merriment of the negroes passing through the cabin. Soon matters grew more lively. A heavy sea struck the steamer with a startling shock, and caused her timbers to crack and groan from one end to the other. The passengers, or those of them who were not sea-sick, began to leave their berths, and pitch about in trying to get their clothes on. Whilst so engaged, another sea struck, with the same alarming effect. The fright on board was now general, for the steamer not only pitched and cracked as if she would break, but rolled till her guards dipped the water alternately. A third sea rose completely over her bow, washing away the bulkheads and springing the starboard guard, and inundating the deck aft to the gentlemens' cabin. The sights and sounds on board about this time were decidedly alarming. The chain-box on the forecastle broke its fastenings, and after pitching about and smashing the cabin stairway, bolted overboard. The piano in the ladies' cabin also left its place, and pitched from side to side, adding to the terror of the ladies. The jingling of glass and smash of crockery was to be heard one everyside; tables and chairs were knocked into *pi*; and the bar was knocked into a cocked hat. The gentlemen passengers were either lying around recklessly sea-sick, or staggering and tumbling about in their frantic efforts to get their clothes and life-preservers on; and the screams of the ladies and children could be heard in their cabin.

Outside, nothing was to be seen but the white crests of the breakers as they came roaring on. The pilot's bell-rope hitched in its fastenings, and the engineer was left to await verbal orders; besides which, he had to assist the engine past the center with his lever, although all steam was on; such was the force of the sea against the wheels. Nearly everybody on board thought that a wreck was at hand; some apprehending that the steamer would break, and others that she would capsize. I shared in the former belief to such an extent that I determined to hang to the last to the post on the lower deck, by whose friendly aid I was able to keep my feet and see what was going on around me; keeping my eye at the same time on a bundle of bed-sticks lying close by, with a view to contingencies. I own that I was considerably scared, but still did not lose my presence of mind as others did. The clanging of the tin life-preservers disgusted me, and I left those to use them who would. One fellow actually put on three pair of them, and put a fourth pair around the neck of a little bull he had on the lower deck! Several rushed, *sans culottes*, into the ladies' cabin, and one crazy fool heightened the panic by shouting that the liferopes had broken. Altogether, it was the squalliest scene ever I participated in, and several old navigators, who were on board, appeared to be as badly scared as the green passengers.

About fifteen minutes after the steamer was struck by the first heavy sea, the tumult subsided; for the boat had turned about and put back. The night was very dark; and it appeared that, after passing Mobile Point, the boat had run suddenly into the breakers, which were rolling in from the westward, extraordinarily high, and chopped up by the northeast breeze that was blowing. As the boat advanced the breakers became worse, and Capt. Hehn, concluded he would be wrecked if he kept ahead. It was therefore necessary to wear around and put back; a thing extremely perilous in such a sea; but the risk had to be run, and Capt. H.'s coolness and skill, and his boat's great strength, survived the test. It was during this turning around amid the breakers that the scenes above described took place. The boat, beyond a question, very narrowly escaped destruction; and it was with peculiar sensations of comfort, and merry-making over their recent fright, that the passengers found themselves back in the bay and at anchor in Navy Cove. Capt. Hehn's conduct was admirably cool and collected during the struggle with the breakers, and he appeared, altogether, to be a man "you can bet on."

Next morning it was found to be utterly impossible to leave the bay, and so it was left to the passengers to decide whether they should return to the city or cruise around the bay. They decided on a trip to Blakely, a landing on a bluff above Mobile, on the opposite side of the bay—and which, it is said, was originally designed for the site of what is now Mobile—The afternoon was spent there, and in the evening we returned to the city, in the gale before alluded to—all disappointed in not going to Pensacola, but very well satisfied to return under the circumstances.

The Cuba is the largest and staunchest of all the mail-line steamers, and (so her captain says) her extraordinarily stout frame and bracings enabled her to weather what would have wrecked either one of the other boats of the line. She is, however, considerably strained and loosened in her joints, and will have to go into dock for repairs.

Four of the jolly Continentals of New Orleans were of the pleasure party, and if you wish further particulars, inquire of them. You will find them around Hope Hall, or Sam's, in due time.

My letter is already too long—so I'll not touch upon other matters to-day. G.

A span of the Lehigh Valley Railroad bridge across the Delaware river, on the Jersey side, opposite the town of Easton, Pa., gave way on the evening of the 26th ult. whilst two engines were passing over. Geo. Howe, a fireman, was killed, and John Geary, engineer, fatally wounded.

NEW FILLMORE PAPER IN CINCINNATI.—Arrangements have been made for the establishment, upon a permanent basis, of a morning daily journal in Cincinnati, which will advocate the election of Fillmore and Donelson. E. W. Johnson, Esq., formerly editor of the Columbian, and once connected with the Crescent, a vigorous writer, is to have charge of the editorial department. It appears unquestionable that Mr. Fillmore is rapidly gaining strength in the State of Ohio.

HOW OLD BULLION INTENDS TO VOTE.—The Democratic papers are publishing the following anecdote of Col. Benton, headed "Officiousness Rebuked:"

On the cars between Cleveland and Columbus, Ohio, some officious individual proceeded to take a vote as to the Presidency among the passengers. Col. Benton, it is stated, was among the party, and when the aforesaid individual, who happened to be unacquainted with Old Bullion, asked him how he intended to vote, he received the following reply:

"Sir! by what authority, sir, do you ask me for whom I shall vote? Sir, I will answer that question at the ballot box, not to you."

Does it not occur to these Democratic editors who seem to think the Colonel's answer a very proper one, that he had a reason for refusing to tell for whom he would vote? It has often been hinted that he would vote for Fremont, and that his ardent friendship for Buchanan was merely a farce.—*Nat. Intel.*

A LIBEL SUIT.—The Washington Star of the 25th ult., says:

We learn that a warrant was issued yesterday by Justice Goddard, against Messrs. Buell & Blanchard, charging them with libeling Marshal J. D. Hoover, in a pamphlet published by them, headed "The Killing of Thomas Keating—An Address from the Irishmen of Washington City to the Citizens of the United States." The pamphlet charges Marshal Hoover with having packed a jury in the Herbert case favorable to the prisoner. Mr. Buell appeared before Justice Goddard and gave security for his presence at a further hearing.

TELEGRAPHED TO THE CRESCENT.

[BY THE NATIONAL LINE.]

DOMESTIC MARKETS.

NEW YORK, Sept. 2.—Good Ohio Flour $6 10; Southern $8; Western Red Wheat $1 48; Corn 48½; Mess Pork $20; Prime Pork $17 75 to $18.

CINCINNATI, Sept. 2.—Flour is quoted at $5 75—a decline; Whisky 29½c; Mess Pork $18. The market is firm, with an upward tendency. Lard 12c.

River Intelligence.

VICKSBURG, September 2.—The steamer Westerner passed down at 4, and the Frank Lyon at 5, P. M.

We learn, from the New Iberia Star, of the death, on the 27th ult., of Mrs. Mary Ann J. Wheeler, one of the sufferers of Last Island. She died at the residence of her brother, Mr. John F. Miller.

Several hundred Whigs of Boston assembled on the evening of the 25th ult. and chose one hundred and thirty-two delegates to the Whig State Convention, among whom we see the names of R. C. Winthrop, Edward Everett and Nathan Appleton.

Speeches were made by Messrs. John P. Healy, George Lunt, George S. Hilliard and others. The Fillmore influence of the meeting decidedly preponderated, as shown by the character of the delegates chosen.

Later from Texas.

The steamship Mexico, Capt. Lawless, from Indianola and Galveston, arrived here yesterday morning. By the arrival of the Mexico we have Galveston dates to the 30th, and from Indianola to the 29th ult.

The Mexico brought over eight emigrants for Nicaragua as passengers.

The Galveston News, of the 30th, has the following in an article about their city:

The drouth, of which so much has been said and written, still continues, until rain water, even for drinking purposes, is becoming a rarity. The gardens are entirely destroyed, and the trees present a fall-like appearance. The memory of that celebrated personage, the "oldest inhabitant," has been appealed to and failed to remember a season so remarkable for its extreme dryness.

The same paper says:

From every quarter our exchanges come teeming with fearful accounts of the short crops, especially of corn, our great article of consumption. When we take into consideration that the last year was far from being a productive one, and that this follows consecutively, producing but a small proportion of the demand, we confess that we do not see anything promising or cheering in the future to the enlarging wants of our increasing and needy population. It is not feared that so great a want and scarcity will prevail as to cause riots and bloodshed, as in some parts of Europe, and yet we cannot avoid recommending great economy and care in the use of this, our main product for food, especially through the South, where the drouth so universally and extensively prevails.

We have been informed by gentlemen traveling from the interior of our State, that the prairies present the appearance of deserts, all the grass having died and become white, crisp and dead for the want of rain.

We cannot urge our friends to exercise too much caution and discretion in preserving and using the grain now on hand for we cannot conceive anything but distress and want before us, unless some favorable change takes place in our behalf.

The Houston correspondent of the same paper gives the following items:

Our railroad enterprise is attracting thither the commerce of an extensive and valuable region of country, which has heretofore sought an outlet for its products through Red River. Houston is now receiving contributions to her commerce from a region from three to four hundred miles north. The intervening section is rapidly populating, and it will be readily perceived both Houston and Galveston will be benefitted. Both cotton and hides, and Mountain a pile of bears knuckles when arrested.

BOARD OF ASSISTANT ALDERMEN.—Pursuant to the adjournment of last Friday evening, this Board met last night. Hon. J. M. Hall in the chair, and twelve members present.

On motion, Mr. Chas. Sophies was appointed Secretary pro tem.

Mr. De Lahorre moved that, previous to the Board entering into the business for which they had met, they should tender an apology to his Honor, the Mayor, for the apparent discourtesy in adjourning so abruptly on the minutes of the called meeting.

Mr. Holland, who was the mover of the adjournment in question, disclaimed any intention to be discourteous, and moved that the motion be laid on the table.

As the motion received no second it was dropped, and the Secretary proceeded to read the communication from the Mayor vetoing the resolution.

The message of the Mayor, containing his veto of the ordinance relenting the property holders interested from that portion of the tax for the Drainage Tax in the Second District, which is due to the city, was then read.

The Mayor gave as his reasons for the veto that he had been some informal as to the passage of the ordinance; that the city had no power under the laws to make a donation, and that it was high time economy commenced, when the rate of the city is so large an amount of money. These objections were stated at length and fully elaborated.

Mr. Holland moved a reconsideration by the Board in the Ordinance, notwithstanding the veto of the Mayor, and argued the matter at length.

Mr. Bailey, the motion was put, as it was made apparent that there had been no publication made of the ayes and nays taken on the motion, neither had they been spread upon the minutes. Mr. Holland moved that the minutes be rectified, which, by the Secretary, which motion was adopted without dissent.

Mr. De Lahorre opposed the motion, and made a few remarks in explanation.

Mr. Bailey, in an argument of some length, supported the motion.

On the question being put unto the adoption of the motion, it was adopted 10 yeas to 1 nay. The President voting aye.

Mr. Bailey introduced a resolution authorizing Mr. C. Raymond to act as Chairman of the Board of Aldermen, in the event of the absence of the President, or Mr. Oliver, who was elected as a substitute on a former occasion.

☞ By virtue of the powers with which I was invested by the Supreme Government of the Republic of Nicaragua, as per documents deposited and recorded in the office of W. Christy, Esq., Notary Public, I have constituted and appointed Messrs. MASON PILCHER and SHADRACK F. SLATTER the sole agents of the said Republic, for the purpose of effecting a loan and of selling such advances as may have been heretofore made to the same.

They are fully accredited in the office, and have sole authority hereafter to assume obligations and contract for Nicaragua.

Jy21 2p D. DE GOICOURIA.

A PERFUMED BREATH.—What lady or gentleman would remain under the curse of a disagreeable breath, when, by using the "Balm of a Thousand Flowers" as a dentifrice, would not only render it sweet but leave the teeth white as alabaster? Many cosmetics destroy the teeth in lieu, and the subject is so delicate that friends will never mention it. Pour a single drop of the "Balm" on your bath-brush and wash the teeth night and morning. A fifty cent bottle will last a year.

A beautiful complexion may easily be acquired by using the "Balm of a Thousand Flowers." It will remove tan, pimples, and freckles from the skin, leaving it of a soft and delicate hue. Wet a towel, pour on two or three drops, and wash the face night and morning.

Shaving Made Easy.—Wet your shaving-brush in either warm or cold water, pour on two or three drops of "Balm of a Thousand Flowers," rub the beard well and it will make a lather thick, soft lather, much facilitating the operation of shaving. Price only 50 cents. Perfume & Co., proprietors. For sale by J. Wright & Co., O. O. Woodman, and all druggists.

Jy15 1aWeodnyrs

RAILROAD TRACK.—Yesterday morning, about 10 o'clock, a large number of persons were attracted to the corner of Tchoupitoulas and Gravier streets, by the sudden appearance of a large number of men, with a large quantity of tools, and a large number of cars, and commenced laying down a railroad track in front of the Gravier street market, and in front of the Tchoupitoulas street market, and in front of the Tchoupitoulas street market, and in front of the Tchoupitoulas