NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, BY NIXON & ADAMS, AT NO. 70 CAMP STREET.

VOLUME IX. TUESDAY MORNING, OCTOBER 14, 1856. NUMBER 191.

SEA-GOING VESSELS.

TEXAS AND MEXICO.

Will leave on THURSDAY, 16th October, at 8 o'clock A. M.
FOR VERA CRUZ—U. S. MAIL LINE
The new and magnificent steamship Calhoun, 2,200 tons, Capt. Nye, will leave for Vera Cruz as above, punctual to sailing of the U. S. Mail.
For freight or passage, having elegant accommodations for cabin and steerage passengers, apply to
HARRIS & MORGAN, foot of Julia street, opposite the Steamship Landing.
No Freight will be received without an order from the Agents.

To sail on THURSDAY, October 16, at 8 o'clock A. M.
SOUTHERN STEAMSHIP COMPANY—FOR GALVESTON and MATAGORDA BAY—U. S. Mail Line—The new and magnificent steamship Charles Morgan, Henry Pinto, commander, will leave as above. For freight or passage, having superior accommodations for passengers, apply to
HARRIS & MORGAN, foot of Julia street, opposite the Steamship Landing.
Shippers will please note the bills of lading for this steamer differ with the steamers's bills of lading. None other will be signed.
The steamers of this Company will hereafter pay Drayage on goods from Powder Horn to Levees.

SOUTHERN STEAMSHIP COMPANY—FOR GALVESTON AND MATAGORDA BAY—U. S. Mail Line—The new and magnificent steamship Louisiana, Bennett, commander, will leave as above on THURSDAY, 23d October, and thereafter every Thursday. Shippers will please note the bills of lading for this line will be signed by the Agents only.
HARRIS, MORGAN & CO., foot of Julia street, opposite Steamship Landing.

Steamships of the Line will shortly be placed on the route between Galveston Bay and Galveston, connecting with the Opelousas Railroad.

CALIFORNIA.

Leaves on MONDAY, October 27, at 5 o'clock A. M.
NEW YORK AND SAN FRANCISCO—PACIFIC MAIL LINE, via Nicaragua—The splendid steamship Philadelphia, 1,200 tons, Capt. Hollins, will leave as above, for Nicaraguan Route—Great reduction of Fares—The splendid steamship Tennessee will leave this port for San Juan del Norte on the 1st November, to connect with the steamship CHEROKEE from San Juan del Norte on the Pacific side. For freight or passage, apply to
HARRIS, MORGAN & CO., foot of Julia street, opposite the Steamship Landing.

PHILADELPHIA.

FOR PHILADELPHIA—REGULAR LINE—The A1 packet ship Washington Butcher, W. Collins, master, 1,000 tons, first of her class, now at wharf, will have quick despatch. For balance of freight or passage, apply on board, or to
GEO. W. HYNSON & CO., 82 Camp street.

FOR PHILADELPHIA.—REGULAR LINE—The fast sailing packet ship Thomas Allibone, Thompson, master, is now loading and will have quick despatch. For balance of freight or passage, apply to
GEO. W. HYNSON & CO., 82 Camp street.

BOSTON.

FOR BOSTON—REGULAR LINE PACKET—The new A1 packet ship Diana, Couch, master, having nearly three tons engaged, will have quick despatch. For balance of freight or passage, apply to
GEO. W. HYNSON & CO., 82 Camp street.

FOR BOSTON—REGULAR LINE—This A1 packet ship Sea Belle, Vance, master, having nearly three tons engaged, will have quick despatch. For balance of freight or passage, apply to
GEO. W. HYNSON & CO., 82 Camp street.

FOR SALE TO CLOSE A CONCERN—HALF BOAT AND HALF SHARE, 123 tons register, now in Boston, and will load for this port with lumber. For further particulars inquire of Messrs. Peck & Hubbard, 29 Carondelet street, or
GEO. W. HYNSON & CO., 82 Camp street.

WANTED TO CHARTER—A vessel of about 300 tons, to load at Mobile with lumber for Boston. Apply to
GEO. W. HYNSON & CO., 82 Camp street.

RAILROAD TRAVELING.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.
FROM THE ENTRANCE OF THE CARS.
A PASSENGER TRAIN leaves New Orleans daily, at 4 o'clock P. M., and arrives at Jackson at 7 o'clock A. M. Passengers leaving New Orleans on the 7 o'clock A. M. train, will find a Passenger Train ready to receive them at Jackson, and reach New Orleans the same evening.
FARE.
For the present, the fare will be as follows: Children under five years of age, half price; children between five and twelve years of age, one-quarter of the full fare.
Baggage will be checked only at the office of the Company in New Orleans, and at the depot in Jackson.
Passengers will be allowed to take with them baggage to the weight of 50 pounds, free of charge; all baggage in excess of that weight will be charged at the rate of one cent per pound.
INMAN WILLIAMS.

N. B.—As well as practicable the yellow fever was prevalent in Jackson, we have prepared a house for the reception of sick and destitute persons who may be left in Jackson. In the sixty miles round will be found every kind of climate, from the pine hills and well cultivated farms of Jackson, to the rich cane lands of the Mississippi River, and there never has been a case of fever in the vicinity of Jackson, or on any other part of the road. Persons who may be taken sick on the road will be cared for in the most kind manner, and their relatives notified, if they desire it. Persons who may be in the vicinity of Jackson, and who may be apprehensive of the fever, can be carried to the country, and there be cared for, and visited by their friends. I do not apprehend any danger from the fever, but in the event of any such apprehension will be made to remain the travel of the road.
INMAN WILLIAMS.

THE OCEAN SPRINGS HOTEL WILL be opened on the first day of June next for the reception of visitors. McDONNELL, of Jackson street, New Orleans, will be happy to hear from his friends at the Springs.

HOTELS AND RESTAURANTS.

ST. LOUIS HOTEL—OPENED FOR BUSINESS on the 1st of January, 1856, and has undergone a complete renovation, and has been furnished throughout with all the modern improvements, including the introduction of gas, making it one of the most desirable hotels in the city. Its central position, being in the immediate vicinity of the principal business houses, and its close proximity to the steamboat landings, offers to the public its superior advantages as a first class hotel. Its proprietor, in thanking his friends and the public for the liberal patronage bestowed on him during the past year, would respectfully request a continuance of the same, and pledge himself that no pains will be spared to render the St. Louis Hotel worthy the patronage of the public.
JOSEPH LEONARD, Proprietor.

MERCHANTS' HOTEL, CORNER OF CHARTRES AND ST. LOUIS STREETS—Rooms reduced from $1 to 50 cents per night; $3 to $2 per week; $12 to $8 per month. Meals, 25 cents. Open day and night.
A. BEARD, Proprietor.

MERCHANTS' HOTEL, NEW ORLEANS, OPPOSITE THE NEW ORLEANS AND WESTERN RAILROAD.
WINTER ARRANGEMENTS.
On and after the 1st of November, the Passenger trains of the Mississippi and Mobile Railroad will run as follows:
Leave New Orleans ..... 7 30 A. M.
Arrive at Pass Christian ..... 10 30 A. M.
RETURNING.
Leave Pass Christian ..... 1 30 P. M.
Arrive at New Orleans ..... 4 30 P. M.
Excepting Sundays, when the accommodation train will be run as usual, and leave New Orleans at 3 o'clock P. M.
The Proprietors of the Merchants' Hotel have made arrangements with the Proprietors of the Mississippi and Mobile Railroad, to run a Hotel Omnibus to and from the cars, and will be happy to receive the patronage of their friends and the public. Their spacious omnibus will be in readiness on the arrival of the cars at the depot, to convey passengers to the Merchants' Hotel, free of charge.
G. WINANS, Agent.

THE LAKE.

FOR MANDEVILLE, LEWISBURG and MADISONVILLE.—The new and elegant iron propeller for passenger service, PAROWY, Capt. Chamberlain, will leave for the above places on the arrival of the cars at Lake Pontchartrain, as follows:
Leave New Orleans. Leave Madisonville.
MONDAY ..... 2 P. M. MONDAY ..... 5 A. M.
TUESDAY ..... 2 P. M. TUESDAY ..... 5 A. M.
WEDNESDAY ..... 2 P. M. WEDNESDAY ..... 5 A. M.
FRIDAY ..... 2 P. M. FRIDAY ..... 5 A. M.
SATURDAY ..... 2 P. M. SATURDAY ..... 5 A. M.
SUNDAY ..... 8 A. M., returning, will arrive in time for the 3½ o'clock P. M. train.
Fare—One Dollar.
Excursion trips on Sunday to and from Madisonville—One Dollar.
Freight taken at lowest rates.
Every accommodation will be exerted to the patrons of the boat.
Apply on the Cars or on board.

U. S. MAIL.—FOR MANDEVILLE, Lacombe, Mandeville, Covington and Abita Springs.—The steamer Virginia Pearl, Capt. Hoffman, will leave the Lake House and intermediate landings, as follows:

	Leave New Orleans.	Returning, leaves Covington.
Monday	12 M. exc.	5 A. M.
Tuesday	12 "	6 "
Wednesday	12 "	7 "
Thursday	12 "	8 "
Friday	12 "	9 "
Saturday	2 P. M.	3 P. M.

Passage, $1; Meals, 50 cents.
For further particulars, apply on board, or to
D. C. LOWRIE, Agent, 98 Magazine st.

FOR POINT CLEAR, UNTIL FEBRUARY, the splendid steamer Southern Star, Capt. John P. Cross, will leave three times weekly, commencing at 4½ o'clock P. M. (first to POINT CLEAR and BATTLE'S WHARF).
On and after Monday, Wednesday and Saturday she will leave as above at 4 o'clock, A. M., and will be at the Shell Wharf, in front of the Hotel, to accommodate boarders and freight. Sunday evenings at 4 hours from about six o'clock.
DAVID & FORD, Agents.

FOR MOBILE DIRECT, DAILY—U. S. MAIL LINE—Summer Arrangement—The splendid low pressure packet steamer Gilmerton, W. H. Hutching, master; Oregon, Nymeo, master, having been refitted and repaired for the season, will leave for the above and intermediate landings, on the Pontchartrain Railroad, daily, on the arrival of the 10 o'clock M. train, stopping at Bay St. Louis, Pass Christian and Biloxi (if freight, passengers and returning, order not sooner). Cabin Fare to Mobile $3
Deck 2
R. CRIBBS, Agent, 10 Back Place.
New Orleans, November 1, 1855.

LAKE SHORE PACKET—STEAMER CREOLE.—Summer Arrangement—For Ocean Springs and intermediate landings—The new and splendid low pressure packet steamer CREOLE, Lewis Nelson, master, will leave as above, with elegant accommodations, will leave the Pontchartrain Railroad on the arrival at the Lake of the cars, as follows:
From New Orleans. From Ocean Springs.
TUESDAY EVENING, 4 P. M. SUNDAY EVENING.
THURSDAY MORNING, 8 A. M. WEDNESDAY MORNING.
SATURDAY EVENING, 4 P. M. FRIDAY MORNING.
Fare to Ocean Springs $2
Fare to Mississippi City, Biloxi and Ocean Springs $2 50
Deck passage 1 25
Children, half price.
R. CRIBBS, Agent, 10 Back Place.

WATERING PLACES.

CULLUM SPRINGS—CHOCTAW COUNTY, Alabama.—The proprietor is now delightful Watering Place to the attention of the public, for the season of 1856, and hopes by strict personal attention to merit a share of public patronage. The Springs are located on the Mobile and Ohio Railroad, and are reached by the Mail Line of Stages, and by the Steamer Mobile Cullum Fare to Mobile $3 00
Deck 2 00
R. CRIBBS, Agent, 10 Back Place.
New Orleans, November 1, 1855.

STEAMBOAT DEPARTURES.

LOWER MISSISSIPPI.

For Mobile and Intermediate Landings.

For Red River.

Yazoo River.

Regular Packets.

WATERING PLACES.

HOTELS AND RESTAURANTS.

BALTIMORE.

BOSTON.

RAILROAD TRAVELING.

New Orleans Daily Crescent.

The Autumn Gale.

BY MRS. C. E. WILHELMINE M'CORD.

[The following contribution from one among the best known of the literati of the South, is surpassingly beautiful:]

I'm listening now to the Autumn gale!
As it moans, with wailing breath—
Its hollow sound through the grave-yard pale,
A requiem sings of Death;
Wailing,
Railing,
Wailing along in the midnight breath,
Would, sad sound! thou wert hush'd in death.

It sounds not now, as in days of old
When the ripe nuts rattled down,
And the emerald grass in its fleece of gold
Concealed the shell as brown;
Bounding,
Sounding,
Bounding along, such a gladsome thing!
I knew not Autumn from rosy Spring.

Grief had not pressed on my childish brow,
Nor love lit its burning blaze;
But I danced like a cloud at evening, now,
Neath the sun's long slanting rays,
Bounding,
Sounding,
Bounding on clouds of the burnished West,
And I, with the robbin was sunk to rest.

Sadly, now, means the "Autumn gale"—
In its hollow blast I hear
The voice of love, and its mournful wail
For the forms that were ever near!
Flying,
Sighing,
Flying away, like a false, false vow,
While dewy tears fall from evening's brow.

'Tis midnight now, and the Autumn gale
Hath roused me from dreamy sleep,
And I list to its sad, and plaintive tale,
Its my weary eyelids weep:
Sweeping,
Weeping,
Sweeping away with plaintive wail
O'er memory's graves, is the Autumn gale.

I'm listening now, to the Autumn rain!
As it pours in torrents by!
The pattering on my window pane
Tells that the Winter's nigh;
Scattering,
Pattering,
Scattering leaves, from the reeling oak,
Like love's sweet vows, that are wrung and broke.

My heart is sad and my eyes are wet,
And my rosy cheek grown pale,
For Life's cold blasts are passing yet
O'er my soul, with saddening wail;
Sighing,
Crying,
Sighing for hopes, and love so frail,
That tossed like leaves on the Autumn gale.

Oh, cease thou blowing, sad "Autumn gale!"
And hush the pattering rain,
Ye mind me so, of love's sad tales,
That never can be told again!
Banishing,
Vanishing,
Banishing dreams of connubial bliss—
Sure, never was so wild as this!

Dunedin Fla. Oct. 1856.

THE AGE OF THE RACE HORSE PRYOR.

ALEXANDRIA, Sept. 28th, 1856.

The editor of "Pryor's Spirit of the Times," in a notice to "a Long Island Tuckman," writes: "We regard the whole affair as a swindle; why didn't 'A. Y. T.' or 'A. T.' or both, ascertain before the horse was sold, delivered and paid for, that he was running a year under age? A pretty time was taken for it when he and his owner were 3,000 miles off! Would either of them care to meet him on that subject face to face?" etc., etc.

Norman knows better than Mr. Porter, (the late editor of the "Spirit of the Times,") that the base and deliberate slander here implied, is false and unfounded. No man knows better than he, that what was written by "A. T." was in his own hands for publication long before Mr. Ten Broeck left this country. And he ought to have known equally as well, that propositions had been submitted to Mr. Ten Broeck by "A. Y. T." more than a month before he left to have the matter settled.

About the 5th of June I sent a communication to be published in the Spirit of the Times, touching the question as to Pryor's age, (it will be recollected that Mr. Ten Broeck sailed from New York on the 14th of July) and as it had not appeared in that paper, on my arrival in New York (about the 11th of July) I called at the office, in company with a friend, to ascertain the cause. I was told by Mr. Richards, the proprietor, that my communication was in the *hands of Mr. Porter*, who he promised to see on the subject. I returned to the office in a day or two, and Mr. Richards informed me that Mr. Porter considered the article "too personal." He himself modified the language somewhat, but it was still rejected, and was not published until Mr. Porter retired from the office.

So much for the part taken by "A. T." to belittle and decry the ornaments and champions of the American turf!"

The following statement, taken from a letter to Mr. "A. Y. T.," will show whether he "had the hardihood to address *the owner* of Pryor in person," or that he "cared to meet him face to face." The letter from which this extract is taken was left in the hands of Mr. Richards, to be shown to Mr. Porter, that he might be convinced that the steps taken by Mr. Ten Broeck to establish Pryor's age, were not satisfactory. If the then editor did not see this letter, it was his own fault. If he did see it, he can be held up in head after writing the slanderous article in "Porter's Spirit" of the 15th, and meet any man "face to face" on that subject?

NATCHEZ, June 23d, 1855.

Mr. Ten Broeck has had an investigation in Kentucky relative to the age of his horse Pryor, and has sent me certified copies of the statements and affidavits collected on the occasion; but as Mr. Ten Broeck did not see fit to enclose such any explanation, that he should appear on them and another, they, in case of disagreement, to call in a third. Pryor's age to be decided by comparing his mouth with known four and five year old—he, Ten Broeck, to hold himself in readiness, in case the matter was decided against him; not complying with these terms, Mr. Brinsord declined making the bet a party to it. Mr. Ten Broeck's proceedings is a fair way. I do not therefore consider myself in any way bound to be satisfied, and have written to that effect to Mr. Ten Broeck, and informed him I would well myself of the first good opportunity to have the matter of Pryor's age further investigated.

After all this, we are left to conjecture what the motive was that spurred upon the late editor of the "Spirit of the Times," in suppressing the discussion of the question of Pryor's age, when "he and his owner" were present! People will draw their own inferences from such conduct. "A. Y. T." and "A. T." have a deep interest in the question. If Pryor was found to be five instead of four years old, his owner would be compelled to refund about $7,000 to them. They contend that as a horse's mouth forms no reliable evidence of his age until he is five years old—the age which they believe Pryor to be—it was their right to "claim" his owner and have the matter tested before he was removed from the country, and before such result could undergo a change. As his owner declined to comply with this test, neither he nor his last friends have any right to complain at steps that may be taken to have a full and fair investigation. When the record is clear and unquestionable, then "other field and pastures" can be taken. Further than this, they have no concern in the English enterprise, nor can they feel any sympathy in the "result of the contest."

A. P.

Resignation of an Army Officer.

The resignation of Brevet Major George W. Rains, Captain 4th Artillery, has been accepted by the President, to take effect October 31, 1856.

Wealth of Providence, R. I.

The total assessed wealth of Providence the present year is $68,064,573, on which the tax is 175 cents on the hundred dollars. The largest tax payers are Alexander Duncan and family, $11,878,35, on a property valued as $1,641,000. The heirs of Thomas P. Ives pay $12,775.65 on $1,618,500. Moses Brown Jenkins, $6,035.21 on $776,500; three others pay upwards of $4,000; seven over $3,000; the total $12,000 and upwards; twenty-four over $1,000, and eighty-eight $500 and upwards. There are ninety-three persons taxed for upwards of one hundred thousand dollars.

Letter from Maj. Donelson to Edward Bates.

The Nashville Patriot contains the following letter from Major Donelson in response to a letter from Edward Bates, of Missouri, informing him that he had been nominated for the Vice Presidency by the National Whig Convention:

TULIP GROVE, Sept. 30th, 1856.

Sir: I have had the honor to receive, to-day, your note of the 25th, with that of the 19th inst., informing me of the proceedings of the late Whig Convention at Baltimore, by which my name, as a candidate for the Vice Presidency, in association with that of Mr. Fillmore for the Presidency, has received the unanimous vote of the delegates comprising that Convention.

Such a testimonial of public confidence by distinguished and leading members of a party upon which I had no other claim than that of fidelity to principles which should be common to all parties when the country is in danger, is received with feelings for the expression of which I can find no adequate language.

I can only say to you, sir, in reply, that it has been my ethics through life to follow the great lights to which we are indebted for our happy form of government, and that there is no sacrifice which I am not willing to make in order to maintain it in its original purity.

The evil of the day is sectionalism, and the country can find no response until this dangerous spirit is rebuked by the voice of the people, animated as they were in the days of Washington, by a holy love for the Union, and determined to withold their confidence from those who do not regard its preservation as the paramount object of their lives.

If the South claims the election of a man to the Presidency because he is favorable to Southern interests, and the North one because he is favorable to Northern interests, there is an end of our federal system. This was not the sentiment of parties in the days of Washington, Jefferson, Madison and Jackson. It is our purpose, as patriots, by whatever name we may be called, whether Union-loving Whigs, Americans, or Democrats, to eradicate the influence of fire sentiment from the public councils, and restore that which will give us a President for the whole people, and a government that will respect alike the equal rights of all the sections of our land, without regard to latitude or diversified interests.

I am, very respectfully, your ob't serv't,
A. O. P. DONELSON.

HON. EDWARD BATES, St. Louis, Mo.

The mail will bring us in a day or two, we presume, the responses of Mr. Fillmore.

Florida Election.

The Savannah Republican, of the 9th inst., has the following correspondence containing returns of the election in Duval county, Florida:

JACKSONVILLE, Oct. 8, 1856.

Editors Republican: The following is the vote of this precinct:

For Governor.

David S. Walker, (American)	257
M. S. Perry, (Democrat)	132

For Congress.

James M. Baker, (Am.)	253
George S. Hawkings, (Dem.)	132

For Solicitor—Eastern Circuit.

L. J. Fleeling, (Am.)	259
James D. Hawkins, (Dem.)	124

For Assemblymen.

Samuel Bellington, (Am.)	249
W. W. Hall, (Am.)	242
— Doggett, (Dem.)	137
— Carter, (Dem.)	131

P. S.—Since writing the above, the returns from three more precincts give the Americans about 200 majority. It is now thought that the American majority will considerably exceed 200.

MIDDLEBURG, (Pa.) Oct. 6, 1856.

Editors Republican: As the steamer is about to leave, I will send you the result of the election at this place, up to 3 o'clock P. M. About 190 votes polled, and about three Americans to one Democrat. The county will be largely American.

The Republican further says:

By a passenger on board yesterday's steamer, we learn that the town of Fernandina, Nassau county, gave 5 votes to the Democratic and 4 to the American ticket.

The Mobile Advertiser, of Sunday, has a letter from Pensacola, from which we learn that Jackson county has gone for the Americans by 60 majority. The same writer says that the whole of West Florida has given a decided American majority. We shall hear from Middle Florida to-morrow, doubtless.

LOUISIANA INTELLIGENCE—*Suicide.*—We learn from the *Le Messager*, of Saturday last, that a highly respectable citizen of St. James' parish, Mr. Leon Gaudet, committed suicide by jumping into the river from a skiff, in front of the plantation of Mr. Adolphe Malavier, on the evening of Monday, 6th inst. Mr. Gaudet was assisting Mr. Hortlier Cloutre to row a couple of skiffs up from his landing to that of Mr. Clouanie's, when suddenly he said to his companion, adieu! and immediately jumped into the river and sank. He had a large family entirely dependent upon him for support, and was a steady and industrious man, and this rash act has filled his friends with astonishment and sorrow.

False Alarm at Clinton.—The Baton Rouge Comet, of Friday last, says:

We learn incidentally—without any particulars—that John Brazil, of this parish, was killed at Clinton, La., on Wednesday last, the day of the barbecue. A man by the name of Broadway—with whom Brazil had a difficulty—drew the flood with a sword from a walking cane. Brazil lived but a few minutes after receiving the wound, which was in his left side and near the heart. Brazil is well known in this city. He was inoffensive when sober, but when under the influence of liquor, was very quarrelsome.

ENGINEERS' STRIKE ON THE ERIE RAILROAD.—A few days since the Superintendent of the Erie Railroad adopted a rule requiring the engineers on the road to approach all stations, at which it was their intention to stop, with their engines so fully in check that no accident could happen, even if a switch to displaced or a train on the track.

The engineers objected to this rule, and on Saturday, the 4th inst., a number of them abandoned their engines and left the employ of the Company. This was considered a most unjust combination and already felt. The New York Tribune, of the 6th, has the following in regard to the matter:

The strike of the engineers on the Erie Road to day has for all practical purposes been a failure. Some of the trains were delayed somewhat, but in a day or two everything will be working as before. The firmness of the managers of this road in resisting the attempt of their employees to force upon them the reasoning of all corporations. These men have been hired to work well, and under them the Erie Road has been remarkably free from accidents. If the engineers under friends of a strike are to dictate how the road shall be operated and who shall ride free, the whole management of the road might as well be surrendered to them. The public will doubtless sustain the management in the stand they have taken.

AN INCIDENT.—The Richmond (Va.) American, of the 3d inst., relates the following incident, which truly illustrates the feeling of the masses in the "Old Dominion:"

We witnessed an incident during the delivery of the speech at Mt. Gilead, Petersburg, on Saturday evening last, which is worthy of notice, as showing that the devotion of the people of Virginia to the Union has not been seriously affected by the mischievous meeting of a portion of our Democratic politicians.

After alluding to the surrounding speeches of his Excellency, Gov. Wise, Mr. Ruffin said he wished to know how many men there were in that audience who sympathized with the sentiments of his Excellency, or were willing to embark with him in a wild crusade against the Union, for no better cause than the election to the Presidency of any man who may be constitutionally eligible to the office? He desires that all such would rise to their feet. A central gentleman who were standing at the time, stooped to the level of his legs, *but not one man in that vast assemblage rose up at the call.* "Then," said Mr. Ruffin, "according to Mr. Wise's definition of the term, we are all 'traitors' together, and I congratulate myself upon the number and respectability of the company in which I find myself." The shouts of applause which followed this announcement was such as to the heart of the patriot, will give us the certainty that the citizens of the Old Dominion are almost to a man determined to stand by the Union.

THE COALITION AGAINST WALKER.—The condition of the other Central American Governments against Walker's Government in Nicaragua seems decided to a miserable end. They calculated on effective aid from England, but the present relations of that country with the United States make her Ministers very cautious in their movements in matters relating to the political condition of the American Isthmus. The increasing suspicion entertained in England of Louis Napoleon's motives and policy, has tended to produce this caution, as the British people now see that the French ruler is not a reliable ally. Walker, therefore, is not likely to be exposed to more powerful enemies than those he has thus far successfully repelled, and as none of the Central American States have resources for carrying on a war of invasion, the coalition against him must soon die out for want of means to sustain it. [New York Sun, 6th.

The U. S. Military Asylum at Washington.

The National Intelligencer has the following interesting description of this institution:

The Military Asylum on the north side of the city is one of the most interesting and noteworthy of the public establishments of the District. It occupies a site once the property of George W. Riggs, Esq., from which it was purchased by the Government. Its elevation and distance from any watercourse render it particularly salubrious, and the outlook from it in every direction is exceedingly fine. The area of the property is stated at two hundred and eighty-five acres, of which seventy are under cultivation. A large edifice of native marble, whose white tower may be descried from almost every spot for miles around, peering out from amidst the thick embrageous foliage, is near completion, and will contain about thirty-four sleeping rooms, sufficient to accommodate two hundred and fifty inmates. The other rooms are very large and airy, and the dining-room is especially so. At present, the inmates of the asylum to the number of seventy-four inhabit the mansion first owned and built by Mr. Riggs. Besides the new main building, which can be extended without marring the portion now erected, there have been two large and tasteful mansions of the same material as the asylum, occupied by the officers in charge of the establishment. In one of these Col. M. M. Payne resides as governor; Dr. Benj. King, secretary and treasurer, and temporarily in charge of the sick, occupies the other. Major Larkin Smith, deputy governor, lives in a dwelling on the same estate, but more distant.

The old soldiers have a perfectly easy time at this asylum, doing pretty much as they please, working or playing at will. They are of course subject to proper regulations, and may render themselves liable by misconduct to have their monthly pocket-money stopped, to confinement and even, by judgment of the executive committee, to ejectment. Workshops are provided, where they may work at their trades, and any of their products of industry which may be of use in the military service of the country are bought by the ordnance and quartermaster's department at fair rates. The persons who are entitled to the benefits of the asylum are, first, those who may have served in the United States army faithfully for twenty years; so also soldiers and members of the marine corps wounded or disabled by disease contracted in the Mexican war. Soldiers who may have contributed to the funds of the asylum under certain regulations are also included. No provision is made for the wives and children of pensioners, as is such provision contemplated in the law, but to invalids, such as can prosecute a trade or handicraft, facilities will be afforded for so doing. Good character, at least since admission into the service of the United States, is deemed essential to an enjoyment of the benefits of the asylum.

This establishment is distant from the Centre Market just three miles, and is most conveniently approached by Seventh street for the eastern part of the city and Fourteenth for the western. It is not surprising that it is a favorite place of visit in the mild seasons of the year.

FILLMORE IN MASSACHUSETTS.—The friends of the Union in the Old Bay State are making every exertion to retrieve the name of their glorious commonwealth from the disgrace which has been cast upon it by the fanaticism of the Black Republicans and Abolitionists.

We learn from the Boston Courier, of the 8th, that there was a great demonstration of the conservative men of that city and West Cambridge at the latter place, on the 4th inst., in consequence of its having been announced that the Hon. Erastus Brooks, of New York, would deliver an address at the Town Hall. The Courier says:

A large delegation left this city to attend the meeting. The Fillmore men of wards 4, 5 and 6, numbering at least 200, joined in procession outside of the rooms at the corner of Howard and Court streets at 7 o'clock, and accompanied by the Boston Cornet Band, repaired to the headquarters of the Fillmore Club in Washington street. Here a new accession was made to their ranks. They then proceeded to the Fitchburg depot, where delegations from Chelsea, Charlestown, and other surrounding places, were in waiting. On their arrival at West Cambridge a handsome reception was given them (also the Medford and Watertown Fillmore Clubs) by the Fillmore men of that town, and they were escorted to the hall in which the speaking took place. The West Cambridge men turned out strong, bearing torches, and made a fine appearance, and a number of the more enthusiastic citizens displayed volleys of rockets as the procession passed. At about 8 o'clock the meeting was called to order and organized by the election of Otis Green, Esq., President, and several gentlemen from that and the neighboring towns, Vice Presidents.

Three cheers were then proposed and given for the Fillmore men of Boston, three for the West Cambridge Fillmore Club, and nine cheers for the honorable gentleman from New York. After the President had extended a cordial welcome to the assembly present in a few pertinent remarks, he introduced Mr. Brooks, who entertained the audience for the remainder of the evening. His speech was mainly argumentative, and he reviewed the positions and characters of the several candidates, and showed the reasons why, in his opinion, Mr. Fillmore was most deserving of the support of the country. Mr. Brooks held the attention of his auditors until quite late in the evening, and upon retiring he was cheered most vociferously. Soon after, the meeting broke up, and the Boston delegation returned home.

The Courier also notices several other large and enthusiastic meetings which had taken place in the State at different times during the previous week, and notes the fact that the great cause of the Union seems to be making giant strides.

GENERAL PROTESTANT EPISCOPAL CONVENTION AT PHILADELPHIA.—The debate in this convention, on the amendment to the sixth article of the Constitution, relative to a uniform mode of trial of bishops, priests, and deacons, was closed on the afternoon of the 11th inst., when a vote was taken by dioceses and orders.

The vote of the clergy was, yeas 18, dioceses nays 13. The vote of the laity, yeas 11, dioceses nays 15. Making votes divided. New Jersey, Indiana, Wisconsin, and Texas were not represented by laity. Both orders of New Hampshire, Vermont, Rhode Island, Maryland, Florida, Alabama, Missouri, Kentucky, and California, voted yea. Both orders of Massachusetts, Pennsylvania, Delaware, Virginia, North and South Carolina, Georgia, Louisiana, Mississippi, and Iowa, voted nay. The clergy of New Jersey, Indiana, Illinois and Michigan voted yea, and the laity nay. The clergy of New Jersey, Indiana, and Wisconsin voted yea; laity not represented. The clergy of Texas voted nay; laity not represented.

The amendment having failed to receive a constitutional majority, the panel code prepared by Mr. Hoffman, of New York, in anticipation of the amendment being ratified cannot now be considered.

INTERESTING TO SEAMEN.—*A new plan for Reefing Topsails.* Mr. Boss, of New York, has recently secured a patent for reducing and reefing topsails. The plan is very simple. Four leeg, or crow-feet, are spread along the foot of the sail and secured to it, two on each side of bonnlaships, and are sewed to the sail up to the close reefband, where they terminate in eyes. To these eyes four ropes are bent, which now through leadeners on the yard, and thence through blocks at the mast-head, to the deck. When the sail is required to be reefed, these ropes are hauled taut, the topsail ballands let go, and the sail is brought bodily up the yard and confined there. The slack of the reef earlines is then hauled, and the sail is almost as secure as if it were close-reefed. The work of hauling out the earlines, and tying the points, is thus comparatively easy. This plan, it is thought, will soon do away with double topsail yards. Mr. B. P. Martin is now in Boston fitting the sails of four ships with this plan.

NATURALIZATION IN NEW YORK.—For several days past, says the New York Evening Post, of the 6th inst., the passages about the door of the naturalization office, in the city hall, have been crowded to overflowing by applicants for naturalization papers. So great is the crowd that it is impossible to gain admittance to the room, and as business proceeds on the principle that "first come first served," some of the unfortunate applicants are compelled to wait for hours. The police have the matter exclusively in charge, and so clamorous is the crowd at times, that they are compelled to use their clubs, as well as their tongues, to prevent riotous demonstrations.

At 12 o'clock today, over one hundred, mostly Irish, were awaiting their turn to be turned into Americans, after having waited for hours in the rain of the morning. "Be aisy, now," said one to them, addressing a discontented neighbor, "be aisy, now, Patrick; we are doing things as fast as we can. Ain't we paid for our time? and the officers can't get make enough for you vote to make it all shinnigin?" But Patrick seemed not at all disposed to be "aisy," and his remarks plainly indicated that there was a disorderly spirit within. He swore "by the powers" he was "as good as the best av 'em," and made a violent rush for the office. But the police club presented an insurmountable obstacle, and Pat was compelled to abide his time.

BEAUTIFUL ANSWER.—Those who have had much intercourse with children, cannot fail to have remarked with what simplicity they frequently put questions, which even those of mature years and extensive knowledge are puzzled to answer. The following is one of those questions, with an admirable answer:

A child said to his parent, "Father, where does God get the color to make cherries so beautiful and red?"

"My child," says the father, "I will tell you as soon as I have been informed how he tinged all the leaves with so beautiful a green."

Taking the Back Track.

We learn from the Macon (Georgia) Citizen that the Hon. Mr. Jenkins, of that State, who a short time ago wrote a letter announcing his purpose to vote for Buchanan, has taken the back track, and now avows his intention of supporting Mr. Fillmore. This change of mind on the part of Mr. Jenkins has been brought about by the late article from the Buffalo Commercial Advertiser upon the subject of the restoration of the Missouri Compromise, which was thanked to us and to a number of other gentlemen by Mr. Fillmore himself, and which clearly and fully expresses Mr. Fillmore's views on that question. We rejoice to believe that the aforesaid article will dissipate every doubt on the mind of any Southern man as to Mr. Fillmore's position in relation to the maintenance of the Kansas-Nebraska bill. We believe, too, that Mr. Jenkins' example will be immediately followed by all those Whigs who have strayed off to Buchanan upon the preposterous idea that Mr. Fillmore is favorable to the restoration of the Missouri Compromise. That idea, we trust, is now forever put to rest; for Mr. Fillmore himself declares, with the utmost frankness and emphasis, that *he is opposed to any and all agitation having that object in view.* Is not this enough to satisfy the scruples of the most fastidious fire-eater in the South? Surely it is; or else nothing can satisfy such a creature.

It will be recollected that the Democratic press glorified Mr. Jenkins and his letter in favor of Buchanan to the skies. What will they say now? Is Mr. Jenkins as great a man in their estimation as he was a few weeks ago? Is he as pure a patriot? Is he as true a Southern man? In short, is he an abolitionist since he has taken the back track and declared in favor of Fillmore? Do let us hear from our disinterested Democratic cotemporaries on these interesting questions. Their opinions of Mr. Jenkins and men like him at the present moment is a matter of exceeding lively curiosity with the public. [Richmond Whig.

We commend the foregoing to the special consideration of the Buchanan men South who, but a short time since, nearly split their windpipes in shouting huzzas for Mr. Jenkins. We also think that divers and sundry old line Whigs would do well to follow the example thus set by the eminent Georgian. "It is never too late to do good."

Local Intelligence.

MORTUARY.—The returns of the ridge cemeteries were not received yesterday in time to be included in the weekly bills of mortality. The interments in the other cemeteries numbered 87 only.

REGISTRY OFFICE.—The number of votes registered up to yesterday afternoon was 8,450.

CHRISTY'S MINSTRELS.—BENEFIT OF MR. G. W. MORRIS.—Mr. Morris, the inimitable "bones" of the Christy Troupe, takes a benefit tonight at Armory Hall. He has been very largely upon public footing during recent performances of the company, his Ethiopian extravaganzas and drolleries in general convulsing his audiences nightly. He merits a benefit, and will receive it. The hall has been crowded every night, but there will be an extra crowd tonight. So, ye who wish to laugh and grow fat, "secure your seats early."

THE RURAL BALL AT CARROLLTON.—We stated yesterday that the fifth and last of the series of rural ball at the Carrollton Hotel, complimentary to Mr. Horton, would take place on Saturday night. Since then the time has been changed to Thursday night—two nights earlier than was expected. We learn that the arrangements for this ball will make it superior, in many respects to those which gave such general delight during the past summer. Those who attended those balls will certainly not miss this one; and those who did not, we will say that a more brilliant reunion of the beauty and fashion of the city will not (because it cannot) take place this winter. See the advertisement, young gentlemen, and act accordingly.

FUNERAL OF ADOLPHE BROOKS.—The remains of Adolphe Brooks, the colored fiddler belonging to Hallam's band, whose pretty form and masterly fiddling have been familiar to the ear and eye of New Orleans for the last twenty years—were consigned to the tomb yesterday evening. Companies C and G of the National Guards took the lead in the funeral procession, the deceased having been fifer to the latter company since its organization. A number of other white citizens, who had married after his fall to Mexico, and a host of his colored friends followed the military. He was highly esteemed by all who knew him, and deserved the marks of respect that were shown to him in death. May he sleep well.

INTERCHANGE OF NATIONAL COURTESIES.—The interchange of cordialities between the representatives of this and any other great nation of the world is always interesting and pleasing to record. We therefore fe