New Orleans Daily Crescent.

Late from Northern Mexico.

By the mail, which left Brownsville on Sunday the 2d inst., says the Corpus Christi Valley of the 8th, we have news that Vidaurri crossed the San Juan river and succeeded in beating the forces of Garza out of Camargo. The commander of the latter, Col. Guadalupe Garcia, is said to have retreated toward Reynosa and Matamoras, with considerable loss, and to have abandoned his artillery. A considerable number of his men deserted him, and are now on this side the Rio Grande. Vidaurri is reported to have marched with his main forces from Camargo on Monterey, to meet the government troops from the interior, who were advancing against that place. It was expected that he would easily succeed in whipping them should certain negotiations fail, which were on foot, as his men are of better "material" than those composing the government troops. Comonfort, the President substitute, is disposed to treat with Vidaurri, as he sees that he is so well backed by the northern frontier. Col. Martin Sayas (the son of a Kentuckian, by-the-bye) had marched with 600 men from Linares, to join Vidaurri's main body.

The Brownsville Flag, of the 15th inst., gives another version of the attack on Camargo by Sayas. Its account is as follows:

The attackers commenced the fight at about 1 o'clock in the morning with three pieces of artillery, consisting of one twenty-four pound howitzer, one twelve and one four pound cannon. Col. Garcia met them on the outskirts of the town, and soon the fight became general and is represented as having been furious for some hours, when Sayas was compelled to retire with a heavy loss in killed, wounded and prisoners—leaving behind two pieces of cannon, sixty or seventy mules, over a hundred horses, several wagons of ammunition, and a magnificent regimental banner.

The Flag notices the report to the effect that Garcia had been defeated by Sayas; but does not consider it reliable. The Flag further says that if Vidaurri is hemmed in as he is represented to be, he must either yield to his enemies, or call in foreign aid.

Later from Texas.

By the arrival of the steamship Chas. Morgan, on Saturday morning, from Galveston and Indianola, we have received our Texas exchanges as late as due.

The Galveston Civilian of the 18th inst., says:

Mr. Wm. Hinch, of Point Bolivar, was drowned last night, or perished of cold and exposure, in going from Galveston. His body was found this morning in shoal water, on the the point, partially undressed, as though he had attempted to swim or wade ashore.

We find in the same paper the following ship-news:

ARRIVED.—The Bark Island City, Capt. Sterer, from Boston, arrived on the 12th inst., with assorted merchandise. Agents, Messrs. E. B. Nichols & Co. The ship Wm. H. Wharton, Capt. Gates, from Liverpool, arrived on the 12th inst., with iron and salt. Agents, Messrs. Wm. Hendley, & Co. The brig Empire, from New York, arrived on the 14th inst., with merchandise. Agents, Messrs. Powell & Ruthven.

CLEARED.—Brig Ward, Capt. Fish, for New York, on the 13th inst., with 1,220 bales of cotton, and 465 hides.

HORSE THIEVES.—The Huston Telegraph, of the 19th, says:

We are informed that there have been horse thieves about in this neighborhood for a week or ten days, and that several horses have been stolen. It is worth observing, in this connection, that we believe our courts have sometimes failed to convict men guilty of assault and murder, but never we believe those guilty of stealing horses or negroes.

TEXAS FLOUR.—The same paper notices the arrival of a lot of Texas flour in Houston a few days since, and says it went off like hot cakes at $5 per hundred. It is considered superior to St. Louis Extra, and brings a better price.

The State Gazette says flour is selling at $4 per 100 lbs. at Birdville, Tarrant county, and wheat at $1 per bushel.

CORN.—The Henderson Democrat says that in all the country east of Trinity River, especially in the counties of Anderson, Smith, Cherokee, Wood, Panola and Rusk, an abundance of corn has been made to supply the probable demand, at from 25 to 50 cents per bushel; and that the cotton crop is about an average one in Eastern Texas.

TO BE HUNG.—Jack Birch, one of the notorious characters connected with the disturbances in Orange county, was tried last week before the District Court of Jefferson county, and convicted of murder. He was sentenced by Judge Maxey to be hung on the 21st instant.

INDIAN DEPREDATIONS.—A negro who was attending to some horses, a short distance from his master's camp, fifteen miles below Castroville, was attacked by Indians and wounded, but he managed to escape. The Indians stole the horses, some six in number.

A German, named Hermann Renge, of Sisterdale, in Comal county, was killed by Indians a few days since, within a short distance of his own residence.

We notice a call for a meeting of citizens interested in the improvement of the navigation of the San Jacinto River and Galveston Bay, to be held at Lynchburg, Harris county, on Thursday, the 20th of Nov., for the purpose of appointing a treasurer and collector, to solicit subscriptions, for the improvement of Red Fish Bar, in Galveston Bay, in accordance with an act of the Legislature of Texas.

The Bastrop Advertiser states that the dwelling house of Mr. John B. Lubbock was totally destroyed by fire on Monday before last, together with his entire household furniture. A little negro child belonging to Mr. Dabney was consumed in the building.

The old adage, that all that glitters is not gold, seems to hold true of San Saba, as well as the balance of the world. The Washington American says that one of the "gold hunters," Mr. James Chancey, who left that county last spring with Captain Wood, has returned. He gives a very discouraging account of the prospects of the party, and says that he does not think the enterprise will pay. He says that the party is very nearly broken up, but Captain Wood, with the remnant of the men, are still working away to find the precious metals.

The Nacogdoches Chronicle says that the grand jury of Angelina county have indicted two men named Needham and Hern, for the murder of the Moore family. The indictment is said to have been procured under the confession of Hern.

FATAL AFFRAY.—By the last number of the San Antonio Herald, we see that on the night of the 4th inst., an affray occurred in that city between Charles Cameron, a clerk in one of the Government Departments, and Michael Keef, which resulted in the death of the latter. The difficulty originated at a dance in Alamo City. Cameron was captured and was to have had his trial on last Monday.

MOVEMENT OF TROOPS.—The Corpus Christi Valley, of the 15th inst., has the following under this caption:

Five companies, A, D, F, H, and I, Fifth Infantry, under command of Capt. C. L. Stevenson, marched from Fort McIntosh on the 24th, and arrived at Rio Grande City (Fort Ringgold) on the 29th ult. This Battalion, accompanied by the field staff and regimental band, took passage on the steamer Ranchero, on the 2d inst., for Brownsville, whence it is to embark for Florida.

The remaining five companies of the 5th Infantry and Company D, of the 4th Artillery, will follow as soon as transportation can be had.

Fort Ringgold is to be garrisoned during the winter by Company C, 1st Artillery, under command of Capt. Ricketts, which arrived there on the 22d ult., from Fort Duncan.

Companies B, M and K, 4th Artillery, now at Fort Brown, will proceed to Florida as soon as practicable; Company B, however, will garrison Fort Brown until relieved.

LANDS ON THE RIO GRANDE.—The Brownsville Flag calls attention to the Rio Grande Valley. The editor says:

We have the advantage of buying at one dollar per acre lands that would be valued from five to twenty-five there. We produce more of any given crop, have a better market for what we do produce, and added to this we have the advantage of a climate that will allow the production of two crops of corn to the year, with kitchen, vegetable, northern or tropical fruits the year round, and a never failing navigable stream for five hundred miles, on which four steamers are now successfully plying, for the ready transportation of any surplus that might be produced. These are advantages not at all speculative, but will be apparent to all who will take the trouble to inform themselves. This is admitted by all to have been a season of unusual drought.

LATEST FROM SALT RIVER.—The U. S. ship Constitution, Millard Fillmore commander, we hear, is safe at the head of Salt River navigation. The captain and crew are all well. The voyage was a prosperous one, and all on board are sustained in the consciousness that they have done the right thing. Salt river is full of American craft, with all sorts of people from New England, and the East, West and South, on board their various hulls. A flag with thirty-one stars floats over the flag-ship of the squadron, and a union streamer over every vessel of the squadron. We miss only the noble ship Maryland from our company. Every commander, sailor and marine is an American.

The sloop-of-war Republican, Captain Fremont, painted black from stem to stern, with the U. S. flag flying Union down, and sixteen stars upon it, is anchored in shoal water. Captain cross, crew crusty, and profane enough to fire upon a flag of truce.

[New York Express, 15th.

TALL PISTOL SHOOTING.—Col. Hay, of the British army, recently tried his hand with the Volcanic Repeating Pistol, a Yankee invention. The pistol used on the occasion was an eight-inch barrel, which discharges nine balls in rapid succession. The Colonel fired the arm twenty-seven times, making a number of shots which would do credit to a rifleman. He first fired at an eight-inch in diameter target at 100 yards, putting nine balls inside the ring. He then moved back to a distance 200 yards, and fired nine balls more, hitting the target seven times. He then moved back 100 yards further, a distance of 300 yards from the mark, and placed five of the nine balls inside the ring and hitting the "bull's eye" twice. The man who beats that may brag.

Loss of the Steamship Lyonnaise.

The following account of this dreadful calamity we take from the deposition of Luguierre, Second Lieutenant of the ill-fated vessel, which was made before the French Consul at New York.

Le Lyonnaise, having been duly cleared at the Custom House of New York, sailed for Havre on the 30th October, at 2 P. M., and got out to sea about dark:

After quitting the pilot, at 5 P. M., we made good way, and at noon the following day (Sunday) were 195 miles from New York, with fine weather, good breeze, and averaging ten knots the hour. About 11 P. M., the night dark, the ship running eleven knots, under sail and steam, and displaying lights according to regulation, the man on the lookout called "A ship to starboard, bearing down on us under full sail." The whistle, which had been put on board at New York, and which can be heard ten miles off, was immediately sounded. The helm was put hard-a-port on the instant; but nevertheless, a three-masted vessel struck the Lyonnaise across the companion-way, amidships. The bowsprit of the ship broke with the concussion, and stove in the side of our vessel from the companion-way as far as the shrouds, seriously damaging the two starboard boats, one of them an English life-boat. The collision broke away the iron plates of the coal bunkers, letting in the water. We continued on our course about ten minutes; but the water almost immediately extinguished the fires. The unknown vessel, in clearing away from us, left on the deck of the Lyonnaise part of her figure-head, representing a black dragon, with gilt mane, red eyes, open mouth, with gilt dart in it. At the moment of collision, Capt. Devaulx rushed to the wheel; the first lieutenant, Mr. Gustave Mathieu, was on his watch, and deponent was at his post on deck. As soon as the engine stopped, Mr. Gigneux, the chief engineer, came up from below, and declared that water was pouring in at the coal bunkers, and the ship was sinking. The pumps were immediately set going, but floating cinders choked up the valves, and they became useless. We then had recourse to buckets and formed a chain, whilst part of the crew and some of the passengers went below to shift the cargo from starboard to port, but as the water continued to rise, the captain ordered the cargo to be thrown overboard.

During this time some of the passengers, amongst them two old sea captains, a few of the officers and a number of sailors were busy covering the side of the ship with a large studding sail, whilst the carpenters from the inside were endeavoring to stop the leak with mattresses, quilts, etc. The opening in the side of the ship was at the water line, and appeared to be two feet square. Our exertions were of no avail, as the sea was growing rough and we were unable to careen the steamer. Although over a dozen mattresses and similar articles were propped against the hole, it became impossible to withstand the pressure of water. We commenced sheathing the ship outside with large awning, which seemed to stop the leak for a time. During all this the bailing never ceased, but as we found that the water increased rapidly, the conviction was forced upon us that a second hole existed beneath the water line. Notwithstanding throwing overboard the cargo, and the continued bailing out, the ship was sinking rapidly by the stern. Two large casks were then used to bail the water, the captain and officers lending a helping hand with the tackle. For a moment we thought the water was decreasing, but it soon overpowered us. The bailing had lasted from 8 A. M. to 3 P. M., and the men were exhausted with fatigue.

The captain then lowered the boats and embarked the passengers and crew. In order to be prepared for the worst, a raft had been built during the day, of top-masts, spars, cabin doors, boards, chicken coops, etc., and on it were placed two barrels of wine, two puncheons of water and various kinds of eatables, sufficient to last the fifty persons placed upon it, at least a month.

In the first cutter were some twenty-five persons, among whom were the first and second engineers, the steward, his nephew, all the cabin servants, (ten in number.) This boat was under the command of the chief officer, Mr. Russell. This boat had on board compass, charts, chronometers, sextant, and provisions for two weeks, with complete set of new sails. A second boat, the same size as the former, took off twenty-five persons; she had the same amount of food, nautical instruments and new sails as the first cutter, and was under the command of the two sea captains. A life-boat, containing about twenty persons, and having, like the other, a complete set of sails, provisions and instruments, was placed under the orders of Mr. Dublot, third lieutenant. Another life-boat, containing eighteen persons, with provisions for two weeks, was placed under the command of deponent. The various boats, once equipped, were kept during the night in the neighborhood of the wreck, the captain remaining on board the latter with the first lieutenant, four petty officers, stewardess and Messrs. Clairin and Bonestac, the doctor and purser. Two yawls, which might each hold six persons, were moored to the wreck. During the night the life-boat commanded by Mr. Dublot, which had been damaged at the moment of the collision, was carried by the waves against the raft, and immediately sunk; those in her were rescued by the raft.

At 7 o'clock A. M., on Tuesday, 4th inst., the captain, perceiving that the ship could no longer float, and was likely to sink every moment, ordered those on board to embark in the yawls. He himself was the last to quit the ship. Before the officers took to the boats, under their respective commands, the captain called them into the deck-house of the steamer, and pointed to them on the chart the spot in which they were, and explained to them the direction they must follow in order to reach the nearest land. At 8 o'clock A. M. the three boats made their way towards northwest in company. On quitting the wreck, the captain was seen with his men in one yawl, and first officer with purser in the other, near the raft. The captain declared his intention of remaining by the wreck until the Lyonnaise sunk. The raft was moored to the hull with a ten fathom hawser, and a man stood ready with an axe to cut loose when she sunk.

The three boats kept company until 4 P. M., when a thick fog set in, and deponent being to leeward of the other two, lost sight of them. He put about to rejoin them, but not finding them, he continued his course towards the northwest, without compass or instruments. At 9 P. M., wind commenced blowing from north, and during three days he ran before the wind, it blowing a gale. Passing over the banks, two men were frozen to death, one a fireman, the other a passenger, about fifty years of age, name unknown. Threw the bodies overboard. The survivors, deponent included, suffered horribly from cold, snow and hail falling incessantly, whilst the sea breaking over them had spoiled nearly all their bread and provisions.

6th.—At 6 P. M. saw a schooner to windward, but the state of the sea would not allow us to reach her.

7th.—Heavy swell tempestuous sea, but rather moderating. Had little rest during the day. Evening, a calm.

8th.—Early in the morning saw a three-masted vessel about five miles off. Pulled towards her, but taking no notice of the signals made by us, she kept on her course towards the north. We followed in the same direction until

9th.—Sunday.—About 8 A. M. saw a sail near horizon. Rowed towards her, but a breeze springing up, and the ship going in the same direction as ourselves, we could not reach her. It was at this time that deponent saw another sail on the port side bearing down towards them. After three hours of fatigue and hard rowing, we reached her and found her to be the bark *Elise*, of Bremen, Capt. Nordenholt, bound from Baltimore to Bremen. The captain took us all on board and seemed happy in giving all the care and attention required under the circumstances. Our boat, with all it contained, was hoisted on board.—Deponent asserts that with the courage and energy displayed by his men, they could have kept the sea in their boat four days longer; which fact leads him strongly to believe that the other boats will also be picked up.

10th.—At 7 A. M., the vessel on which they were, spoke another, of the same name, from Hamburg, going to New York, with 150 German emigrants. The Captain, in a most kindly manner, for which he cannot be too highly praised, and regardless of his great number of passengers, consented to take those of us on board who desired to return to New York. All availed themselves of this offer, with the exception of Mr. Schelell, (late British Vice-Consul,) and his wife, who preferred going to Bremen. After four days' sail the bark Elise landed us at New York, November 14, at 5 P. M.

Deponent requests that due information may be given to the Government of his Majesty the Emperor, concerning the noble conduct of the Captain of the Hamburg bark Elise, as well as of his officers, towards deponent and his shipwrecked companions during the time they were on board his vessel.

And further, deponent gives the following list of persons who landed with him at New York:

Passengers.—Miss Flora Severson, Mlle. Ghestine Ballet and Mr. Domingue.

Crew.—Luguierre, second officer; Destours, third engineer; Lambert, baker; Olivier, [illegible], seamen; Delaille, steward; Poirrier, Josté, Nistoli and two others, names unknown, firemen.

THE LYONNAISE.—Le Lyonnaise was built in England in 1855, and was regarded as a very staunch vessel. She was built with five water-tight compartments, and it was supposed she would float so long as any two of them should remain intact. She had been running in the line since its establishment, about eight months ago. Before her last voyage she went upon the balance dock to have her propeller overhauled and put in thorough repair. She is valued at $350,000, and is said to be fully insured, principally in France.

THE VESSEL WHICH CAME INTO COLLISION WITH THE LYONNAISE.—The Savannah Georgian, of the 18th inst., says:

The telegraph yesterday announced the bark Adriatic, bound from Maine to Savannah, as the vessel brought in collision with the unfortunate French steamer Lyonnaise. The following is an extract of a letter to Carleton & Parsons, of this city, consignees of the bark: "The Adriatic has been run into by a steamship, and so badly damaged as to be obliged to put into Gloucester for repairs. Bowsprit carried away and other damage done to her bow. She will be detained about ten days; cargo not damaged."

SINGULAR FACT.—Macaulay, in his History of England, states the significant fact that no large society of which the language is not Teutonic (Gothic) has ever turned Protestant; and that wherever a language derived from ancient Rome is spoken, the religion of modern Rome to this day prevails.

IMPORTANT MOVEMENT IN REGARD TO THE ISTHMUS TRANSIT LINE.—The Washington correspondent of the New York Daily Times, in a letter dated 16th inst., has the following important information. He says:

The President has caused to be submitted to the Government of New Granada a formal proposition for the cession to the United States of municipal control over the Panama Railroad route, the cities of Aspinwall and Panama, and a strip of the territory through which the road runs, sufficiently wide to insure the protection of the route from future violence.

The precise form of the proposed cession has not transpired. The desired object may be secured either by an absolute cession of sovereignty and territorial domain, by a lease of the territory to the United States perpetually, or for a term of years, with the right to exercise undisputed municipal control over it, or by a simple treaty stipulation that the United States shall have the right to station a military force upon the Isthmus sufficient to preserve order and protect the transit route. It is a mistake to suppose that either of these propositions conflict with the Clayton-Bulwer treaty, which applies to political, and not to geographical Central America, and therefore has no reference to New Granada.

From such information as I can gather, I am satisfied that the President's proposition is not for an absolute cession of sovereignty and territorial dominion upon the Isthmus, but for a treaty concession to us of perfect municipal power there, with such restrictions upon the power of the Federal Government of New Granada with reference to the Transit route as shall give to us in fact, with respect thereto, free exercise of all the powers of sovereignty for the protection and development of American interests, without yielding us the actual sovereignty by name. In short, we are to have the substance of the thing without the name.

An arrangement of this sort would save the pride of New Granada, which revolts at the idea of parting with territory, however valueless to herself, while it would also obviate much of the objection in the United States to the acquisition of territorial sovereignty detached from the great body of our possessions. There is reason to believe that the proposed arrangement will be consummated. In return for the concessions to the United States we are to pay New Granada a sum of money to be agreed upon, from which the just claims of American citizens to indemnity for losses by the Panama riots of April last will be paid. The contemplated treaty will doubtless be here for consideration by the President and Senate within a few weeks at latest.

MORE CAMELS FOR THE UNITED STATES.—A letter from Constantinople to the New York Journal of Commerce, dated October 7th, says:

The store-ship Supply has again come out in the Mediterranean for a cargo of camels, and is daily expected at Smyrna, where Mr. Heep is now engaged selecting the best kind for transportation to Texas. The Ottoman government has sent an order to the Governor-General of Smyrna to see that every assistance be given to Mr. Heep in carrying out the project of his government, and I hear that he will probably make a visit into the interior of Asia Minor to Sardis or Koniah—in pursuance of his instructions. The Sultan has ordered the Governor-General of Smyrna to give Mr. Heep six of the finest camels of the country for his Government, in view of evincing the interest which he takes in the successful introduction of camels into the United States. Last year the sudden departure of the Supply from Constantinople prevented her taking the camels offered by the Sultan.

MORE RUMORS OF INSURRECTION.—The New Madrid (Mo.) Times of the 15th inst., says:

A number of prominent citizens of this vicinity have called a meeting to be held at the Court House, in this city, on this day, for the purpose of determining the best course to be adopted to suppress a supposed insurrection of the negroes in this and the adjoining counties.

This move was put on foot after information having been received that the negroes of this county, together with those of Obion county, Tennessee, have concocted and are meditating a general insurrection, to take place about the 25th of December.

What measure will be adopted, we do not know, but do not doubt but that the wisdom and discretion of those who called the meeting will meet in a satisfactory and praiseworthy manner of the emergency, suppress the insurrectionary scheme, restore quietude and confidence.

LETTER FROM MR. EVERETT.—At a late meeting of the Pennsylvania Historical Society, the following letter from Hon. Edward Everett was read:

Boston, 3d Nov., 1856.—*Dear Sir:* I am much obliged to the Committee of the Historical Society of Pennsylvania for a card of invitation to their dinner on the 8th inst. The foundation of Pennsylvania dates from that day, in the year 1682. It was a most important year in American history. Our Massachusetts writers carry back to it the beginning of the struggle between the "patriots" and the prerogative men," which was pursued in peace and in war, till it ended, in a provisional treaty of peace between Great Britain and the Independent States of America, just a century after Penn's landing. In the same year La Salle descended the Mississippi, claimed possession for France of the mighty region drained by it, and gave it the name of Louisiana. The founding of "a free colony for all mankind," on the banks of the Delaware, upon the principle of "liberty of conscience and civil freedom," belongs to the same grand order of providential events, the all consequences of which, both to the new world and the old, are as yet but imperfectly apprehended.

I deeply regret that it is not in my power to accept the kind invitation of the Society to join their festivities, and I remain, dear sir, with great regard,

Very truly yours,
EDWARD EVERETT.

TOWNSEND WARD, Esq.

FUNERAL OF HON. JOHN M. CLAYTON.—The National Intelligencer, of the 17th inst., says:

The obsequies of the lamented Senator Clayton took place at Dover on Thursday afternoon. Among other distinguished persons present, were General Cass and Hon. James Buchanan. At Wilmington the bells of the city were tolled, and the flags, hoisted to celebrate the political triumph, were lowered at half-mast in honor of his memory. The city, for the time, wore a solemn aspect, and the countenances of the people plainly indicated how deeply they felt that Delaware had lost her most illustrious citizen.

SHIPWRECK AND LOSS OF LIFE.—The Savannah Georgian of the 19th inst. says:

The British bark Perthshire, Capt. Robertson, from Androssan, arrived at this port yesterday; we are indebted to Capt. R. for the following report of his voyage. On the 21st ult., on the South East coast of Ireland, Tusker Light bearing N. he passed the wreck of a ship from Liverpool bound to New York, and rescued from the same a Spanish sailor, who reports that his vessel was run into by a large ship, and all on board supposed to have perished.

THE BLOCK FROM CARTHAGE.—We do not remember, says the National Intelligencer, of the 11th, whether the contribution to the Washington Monument noted below, was noticed at the time of its arrival, or not, but in either case it will not be amiss to insert the annexed reference to it. An American gentleman in Europe, writing to his friend in Washington, says:

I should be glad to see noticed in the Intelligencer the presentation of a block of marble from the ruins of Carthage, to the Washington Monument, by Dr. David Porter Heap, (acting as temporary Consul at Tunis, and since out former esteemed Consul there,) and procured and sent to America at his individual expense. I desire it to be noticed in the National Intelligencer, as first paper to be received by the Americans abroad as the leading paper of our country. The block is a cube of a little more than two feet in dimensions. On one face is a plain, in antique bas-relief of different figures, a horse and palm tree, which compose the ancient arms of Carthage, under which is the word "Carthage." The inscription is, "Presented by David Porter Heap, M. D., July 4, 1855." [illegible]

This block was brought to the United States last September in the store-ship Supply, commanded by Lieut. Porter, and was deposited at the monument, where it has attracted much interest.

AMERICAN SKILL.—We notice a statement in a late Boston paper, to the effect that Mr. John E. Gowen, of that city, who is now in Russia, has just entered into a contract with the Russian Government to raise the ship-of-war and other vessels, fifty-two in number, sunk in the harbor of Sebastopol in the time of the siege. It will be remembered that Mr. Gowen under contract with our own Government, succeeded, after repeated efforts of British engineers had failed, in raising the wreck of the United States steamer Missouri, burned and sunk in the harbor of Gibraltar. Mr. Gowen will commence operations in the harbor of Sebastopol next spring.

PATENT GRANTED.—On the 11th inst., a patent was granted to Henry Kruse, of New Orleans, for an "improvement in Wagons."

MORTALITY IN NEW YORK.—The number of deaths in New York city during the week ending on the 14th was 391, showing an increase of 37, as compared with the previous week. The mortality from throat, lung and chest diseases is greatly on the increase. In the city of Brooklyn, during the same period, there were 94 deaths.

LONG SERVICE.—The Washington Star says: "Probably there is not another public functionary in the land who had occupied the same official position as long as has the venerable Clerk and Treasurer of the Georgetown Corporation, John Mountz, Esq. He has occupied this responsible post of duty sixty-five years, having first entered upon the duties of the office in 1791. It is needless to say that he has discharged the multifarious duties of his office to the entire satisfaction of every citizen in the town.

MORE TROOPS FOR FLORIDA.—The Savannah Georgian, of the 13th inst., has the following:

The ship Hemisphere left New York last Friday with 250 men, rank and file, for Florida. The destination of these troops (says the Tribune) is Fort Myers, near the mouth of the Caloosa river. Companies E and F, Fourth Regiment of Artillery, were taken from Fort Hamilton, and the recruits from Fort Columbus, on Governor's Island, the other companies of this regiment have sailed previously. The command of the regiment is assigned to Major William W. Morris, he being the senior field officer fit for active duty. The head-quarters of the Fourth will be "in the field" during the campaigning months, and their operations will be in the everglades and hammocks, extending from the Big Cypress Swamp in south-easterly direction.

The following is a list of the officers on board the Hemisphere:

Major Morris, commanding; Brevet Major Pemberton, Capt. Getty, Capt. Brown, Capt. De Russy, Lieut. Perkins, Lieut. Best, Lieut. Goode, Lieut. James, Lieut. Anderson, Assistant Surgeon Babcock, Lieut. Hayard, Adjt. 4th Artillery.

DEATHS IN BALTIMORE.—The number of deaths in Baltimore during the week ending on the 15th inst. was 81; 22 of whom were under one year of age.

New Orleans Money Market.

CRESCENT OFFICE, No. 70 Camp Street, Saturday Evening, Nov. 22.

[illegible]

Review of the Markets.

[illegible]

disposed of, chiefly at 65c for St. Louis, [illegible]

PROVISIONS.... Pork was still very dull and we noticed only small sales of Mess at $20 [illegible]

BAGGING.... [illegible]

COFFEE.... [illegible]

WHISKY.... [illegible]

FREIGHTS.... [illegible]

CATTLE MARKET.

JEFFERSON CITY, November 22.

[illegible]

PRICES:

[illegible]

Shipping Intelligence.

MONDAY, November 24, 1856.

CLEARED SATURDAY.

Steamship Louisiana, Talbot, for Galveston and Indianola, [illegible]

[illegible]

ARRIVED.

Steamship Charles Morgan, [illegible] from Indianola & Galveston [illegible]

[illegible]

STEAMBOATS.

[illegible]

BELOW—COMING UP.

[illegible]

EXPORTS.

[illegible]

IMPORTS.

[illegible]

RECEIPTS OF PRODUCE.

[illegible]

CONSIGNEES.

[illegible]

LIST OF VESSELS IN PORT NOT CLEARED.

Ships.

[illegible]

Barks.

[illegible]

Brigs.

[illegible]

Schooners.

[illegible]

INSURANCE.

NOTICE.—THE CITIZENS MUTUAL INSURANCE COMPANY of New Orleans, have this day commenced operations, and are prepared to take Fire, Marine and River Risks, at the usual rates.

DIRECTORS.
Geo. W. Ware, Jas. A. White, Fred. J. McGrath, [illegible], Antonio Costa, Omer Jaillard, R. P. Hart, M. Musson, [illegible], Paulin J. Martin, [illegible], John Eaton, D. Baillieu.

OMER GAILLARD, President.

A. SCRIBER, Secretary.

BRANCH OFFICE OF THE NEW YORK CITY FIRE AND RIVER INSURANCE COMPANY, No. [illegible] Camp street, New Orleans, La.

Cash Capital, all paid in.......... [illegible]
Surplus Capital, Jan. 1, 1856.......... [illegible]
Total Capital.......... [illegible]

CHARLES J. MARTIN, President.
A. F. WILMARTH, Secretary.

The above Institution is well known to all the [illegible] R. W. HAYNE, Agent.

STATE MUTUAL FIRE AND MARINE INSURANCE COMPANY, of Pennsylvania.

Capital.......... $300,000

JOHN P. RUTHERFORD, President.
S. WARD, Secretary.

Commonwealth Insurance Company, of Harrisburg, Pennsylvania.

Capital.......... $500,000

SIMON CAMERON, President.
S. S. CARRIER, Secretary.

[illegible] CHAS. A. LABUZAN & CO.

OFFICE OF THE CRESCENT MUTUAL INSURANCE COMPANY OF NEW ORLEANS.

[illegible]

STATE OF LOUISIANA,
Parish of Orleans, City of New Orleans.

[illegible]

C. J. MANSONY, Secretary.

MONARCH FIRE INSURANCE COMPANY

NEW YORK DIRECTORS.

[illegible]

R. W. HAYNE, [illegible]

NOTICE.—THE SUN MUTUAL INSURANCE COMPANY [illegible]

DIRECTORS.

[illegible]

THOMAS [illegible], President.

JAS. EDWARDS, Secretary.

MERCHANTS' MUTUAL INSURANCE CO. OF NEW ORLEANS.

DIRECTORS.

John Pemberton, R. O. Vigneau, J. A. Beard, Logan McKnight, Jas. N. Nevins, Wm. Vogel, [illegible], P. Maspero, [illegible]

This Company is organized on the mutual principle [illegible]

JOHN PEMBERTON, President.

JAMES DAMBRUNE, Secretary.

DENTISTRY.

GEO. W. SMITH, DENTIST, HAS RETURNED [illegible]

DR. J. W. ALLEN, DENTIST, [illegible]

CHARLES E. KELLS, D.D.S., [illegible]

JAS. S. KNAPP, D. D. S., DENTIST, [illegible]

OCULIST—DR. [illegible]'S OFFICE FOR the Treatment of DISEASES of the EYE [illegible] CATARACT, SQUINTING, the INSERTION [illegible]

DR. COWLING, PHYSICIAN, OCULIST and AURIST [illegible]

MUSIC TEACHING.

MRS. CAMPBELL, TEACHER OF M[illegible] [illegible] No. 37 Constance street [illegible]

INSTRUCTION IN VOCAL MUSIC.—[illegible] P. P. WERLEIN, No. 5 Camp street [illegible]

WINER'S CANADIAN VERMIFUGE.—[illegible]

WINER'S CANADIAN VERMIFUGE, WARRANTED PURELY VEGETABLE.

[illegible]

WINER'S CANADIAN VERMIFUGE IS A SUPERIOR REMEDY FOR WORMS.

MEDICAL EVIDENCE.

[illegible]

FROM THE REV. J. FLANAGAN, [illegible]

[illegible] JOHN FLANAGAN.

[illegible] J. WRIGHT & CO. [illegible]

SEWING MACHINE.—[illegible]

HAMS—[illegible] VOORHIES [illegible]

LINSEED OIL—[illegible] ALFRED [illegible]