New Orleans Daily Crescent.

THURSDAY MORNING, NOVEMBER 25, 1858.

EDITORIAL PARAGRAPHS:

The Edinburgh Review.

That very sage periodical which divides its valuable energies between the pursuits of damning authors and (damning) the United States, in a recent article on "The Slave Trade in 1858," puts the why and wherefore of our being a nation of filibusters in a nut-shell—it is because of the "internal slave trade," in behalf of which "one constitutional safeguard after another was surrendered for some brilliant immediate advantage, till the internal slave trade had become the organic disease of the Republic, which it is now admitted to be, for since its regular establishment there has always been a bad social element drawn from the North to the South, a floating population of thoughtless and idle young men, or broken down elders who wanted adventure, or fancied they could grow rich in a hurry by extending the area of Southern slavery.**** Hence, the whole invention and prosecuting of filibustering, hence the wars, Mexican and other, and the annexations, Texan and other, which have created a world-wide distrust of the American republic as the great buccaneering Power of the coming time." All we have to say to this latter clause is that if we are to become the "great buccaneering Power" of coming time, Britain's occupation will be gone indeed, for she succeeded Spain as the "head-devil" of national piracy, and has triumphantly maintained that bad eminence ever since. Perhaps the Review is correct in its vaticinations and that we are destined to tumble her down in "the coming time," but whether to assume her vacated position, that "coming time" will alone show.

Another Paragraph

From the Review announces that "the Mexican war showed how impossible military discipline is in a United States army. This consciousness explains a good deal of American discourtesy and touchiness; and it should operate on other Powers in preparing them for a new method of warfare, if peace with the United States could not be maintained." We should think that England would like to discover "a new method" of warring with the United States, for she has given the old method a thorough but rather unsatisfactory trial. But what is this "new method" to be? We presume it will be the noble tactics of stimulating the spirit of insubordination to which American soldiery is supposed to be prone. Perhaps they can be whipped more easily that way than by hand knocks.

Further: The Review does not think that the internal slavery agitation will ever subside so as to "render the American Union a safe and genial neighbor. Add to this the conscious decline of character and of reputation in the world, lately much accelerated, and the fatal certainty with which the worst governments connive with the American to make a tool of it, or to hide behind it, while the best find it more and more difficult and distasteful to transact business with it, and the circle of calamities seems to be complete." The American Union would doubtless have escaped the annihilative scourge of the Review, and, in consequence, be now happy and prosperous if, of the "worst governments which have made a tool" of it, it had permitted that of England to be one, as often as she desired to. Now who shall say that the Review is not a most exquisite adept in the science of blackguarding? In what eloquence and fullness of invention does not this pleasing work of fiction taunt us with all the "license of ink!" We give the extracts as curiosities of light literature.

A Cockney Speech.

In 1795, when Hon. John Jay was Minister to the Court of St. James, he was invited to dine with the Lord Mayor of London, at Guildhall. In the anteroom, he was waited on by an aldermanic deputation representing the municipal government of the metropolis of the British realm, who addressed him the following able speech, inviting him to take a seat in the great hall and "pick a bit," as the speaker elegantly expressed the act of gratifying the great American's ministerial appetite. The speech was duly published in a London paper, *verbatim*, as we give it:

"Mr. Jay, I am ordered by his Worshipful Highness my Lord Mayor, to tell you, that he wants you to come and sit among the Great Gentlefolks in the big room; seeing as how his Worshipful Highness is informed that you are a *gentleetery* from *Amerikey*, and he desires that you will come and pick a bit with him at the cross table. His lordship said something about you and the *course plumatic*, which was, I supposed, a *policy*, because the two first courses are *done up*, and so the *plumatic* must need be the *dessert*."

Thackeray's Yellowplush never did mix up things so essentially as these accomplished gentlemen contrived to. *Carpe diplomatique, plenipotentiary, America*, and the other hard words were evidently a little too heavy for them—for it was the studied effort of their combined wisdom, and repeated *a la mode* by all the four gentlemen of the deputation at once.

Cause and Effect.

Hon. Timothy Edwards, the foster father of Aaron Burr and Pierrmont Edwards, brought up and educated fourteen boys. Twelve of them were his own and to those he dealt out regular rations of the oil of hickory. They grew up and became good men. Burr and Edwards were slighted in this regard through the paternal partiality which could spare to them none of the whipping which he dealt out for the benefit of his own boys, and the two youngsters grew up "unlicked" cubs to become two of the greatest rascals of the age. *Ergo*, they did become great rascals. This is the substance of the foster father's own argument. Perhaps under a *fortiter in re* educational regime Burr and Edwards might have become good men, but we are inclined to think their instincts were made of stiffer stuff than the toughest hickory could turn from their bent.

Preaching for the Million.

It is stated that the Academy of Music, New York, has been secured by a party of gentlemen who design and have made arrangements for getting up a series of choice Sunday evening religious entertainments, to which one of the various star preachers of the city will contribute a discourse on each occasion. The popularity of the preachers will doubtless make this one of the "fashionable nights" at the grand opera house, while many of the "lower classes"—that to which the Home Journal, with a scented pocket-handkerchief to its nose, sometimes condescends to allude—who cannot afford admission during the week, will avail themselves of the gratis opportunity of making a part of the auditory. Now that the opera house is taken for religious purposes, we suppose that the opera singers and orchestra will attend to the musical services, and that they will be more decidedly operatized than they have been in the great fashionable churches of New York. The notions of the age may adjudge us heretical in remarking that we think public worship is almost as much out of place in a house devoted to amusements, when there is no necessity for such use, as amusements are out of place in a house devoted and consecrated to the sacred purpose of worship. The preachers will desert their own pulpits to fill the dramatic pulpit of the opera house.

TIRED OF LIFE.—John Adams, of Westmoreland county, Pa., committed suicide a few days ago by taking arsenic. He was about 80 years of age, lost his wife about two years ago, since which time he lived with his children, until the commital of the act which terminated his existence. He procured the poison at a store in the neighborhood, went to the grave-yard, swallowed the fatal dose, and lay down expecting to die by the grave of his wife; but becoming cold he traveled about twenty rods to a blacksmith-shop, where he was discovered and cared for by the proprietor, Mr. Davis. He refused taking anything to alleviate his sufferings, and expired in a few hours.

WANTS TO COME BACK.—We learn, says the Montgomery Mail, that the negro woman who ran away from her owner, Col. Samuel G. Jones, of this city, while in New York a month or two since, has written a letter to a friend of Col. Jones, in Virginia, asking intercession to gain permission for her to come home again. She expects to starve or freeze to death in New York, if she is not allowed to return.

DEATH FROM THE BITE OF A SPIDER.—A little girl about 8 years of age, the daughter of Mrs. Mary Gowan, residing in Petersburg, Va., died from the poisonous effects of a spider bite received upon the arm a few days ago.

DESTRUCTION OF A THEATRE.—The theater in Providence, R. I., was destroyed by fire on the night of the 15th. Loss estimated at $200,000. Insurance $191,000.

New Orleans, Jackson and Great Northern Railroad Company.

REPORT

To the Council of the City of New Orleans on the Condition of the New Orleans, Jackson and Great Northern Railroad Company, by the Directors representing the City in the Board of Directors of that Company.

To the Honorable Council of the City of New Orleans:

Gentlemen:—The undersigned, appointed by your honorable body to represent the interest of the city of New Orleans in the Board of Directors of the New Orleans, Jackson and Great Northern Railroad Company, feeling it to be their duty to advise the Council of its present condition, prospects and policy, respectfully submit the following report:

On the first of April, 1858, a trial trip was successfully performed from this city to Canton, Miss. A few days afterwards, a daily train was established from New Orleans to Canton. In reaching this point, the Company achieved a great and decisive success. The importance of the enterprise, as originally conceived, was no longer problematical. Relations were at once established with other routes that secured the certainty of travel and freight, whose value exceeded expectation. By the Mississippi Central Road, a speedy steam communication was made with Cairo and all the western lines, while by the Memphis and Charleston route eastwardly, a union was effected with the Tennessee, Georgia and East Virginia improvements. Nearer the city, on the East, the Southern road promised access to Alabama and the South Atlantic coasts; and on the West, established connections with the Mississippi river, and with the Vicksburg and Shreveport line, which stretches out ultimately to blend with the Southern Pacific, across the continent. It thus became the great trunk road of the country, gathering in contributions of travel and traffic from innumerable quarters.

But the first step in these results, the most difficult one to accomplish, was not made without creating serious embarrassments, and seeming to jeopard the future progress of the great enterprise. When we entered upon the discharge of our new duties, the affairs of the Company were in a critical condition. The stock was offered at a discount of upwards of eighty per cent. Its creditors clamored for payment, while the Company was without credit, and could not use its actual resources without serious loss. No disposition existed among the people of Louisiana to contribute means for further construction, and neither the city nor the State could be called upon, with any hope of success, for additional aid. At that period, the debt of the Company, not including the bonded debt, was $1,833,731 29.

Scarcely had the new direction had time to survey the prospect before them, when suit was commenced by Messrs. George Peabody & Co., for the sum due them, in addition to which, suits had been previously instituted by Messrs. Dent, Hudson & Co., T. C. Bates & Co., and others, for sums amounting, in the aggregate, to upwards of two hundred thousand dollars. The difficulties which harrassed the Board, were thus increased, and the task of restoring credit, and advantageously using its resources, was made still more difficult. The predictions of failure uttered at the excited election for directors, by those who, in view of the embarrassments of the Company, had become convinced the road must finally stop at Canton, seemed to the public apprehension about to be verified.

Assuming so responsible a trust, under such circumstances, the first duty that pressed upon the Board was the speedy arrangement, on the most advantageous terms possible, of the debts that threatened the very existence of the Company. Had not the new Board, from the beginning, determined in accordance with the views of the stockholders, whose opinions they more especially represented, to disembarrass the Company of its pressing debt, and restore if possible its lost vitality, its financial condition here faintly described, would have suggested this as the only prudent, nay the only practicable policy of safety and of progress. An agent, the Hon. J. K. Elgee, was therefore sent to London to attempt to arrange its foreign debt. He succeeded in paying the full amount due to Messrs. Peabody & Co., and to Messrs. John Henry Schroder & Co., with accumulations of interest, protests and costs. The settlement made is perfect and final. These debtors of the Company which they held have been cancelled by the absolute sale to them of first mortgage bonds of the Company, at seventy-five cents in the dollar, principal and interest payable in New York instead of London, saving for the Company some ten per cent. that would have been lost by exchange, etc., if they had been made payable in London.

Pending our agent's negotiations in London, the claim of T. C. Bates & Co. was settled in full by compromise, and, after the settlement, the Circuit Court of the United States gave a judgment in favor of the corporation in the suit of Dent, Hudson & Co., and the Board was relieved from the odium of being cited before the courts of the country as delinquent in meeting obligations, claims, etc. In regard to the floating debt, the directors determined at an early day to adopt a new policy. The practice had prevailed to obtain loans to suit the necessities of the occasion, pledging bonds as collateral security. The practical effect of this course was to compound interest upon the loans, which, in the large operations necessary to meet pressing demands, proved a serious drain and a constant loss. The new policy has been to make a final sale of the bonds instead of attempting to negotiate short loans; and with the proceeds of these sales to take up the floating debt as rapidly as practicable. The undersigned have reason to congratulate the Council and the friends of the road upon the success which has attended their efforts of the future. Little difficulty has been experienced in finding purchasers of the bonds at favorable prices. Most of those sold have passed into the hands of our own citizens, showing a degree of confidence in the success of our great enterprise, and of the policy adopted by the Board, that is truly gratifying. When the undersigned assumed the duties of office, the floating debt of the Company other than bonded debt, (as per last annual report of first April, 1858,) was.....$1,353,731 29

The obligations issued from that period to the present time have been.....713,004 20

Making a total indebtedness of.....$2,046,735 49

Paid since 1st April.....1,616,911 78

Balance running to maturity.....$429,823 71

Of this sum the amount due to the State of Mississippi, not coming to maturity until 1864, can scarcely be called floating debt, and is therefore deducted.....205,000 00

And the true floating debt of the Company is.....$224,823 71

This amount, composed of many small sums, falls due at different periods from this date up to August following, and were it to be the interest of the Company, it could at once be redeemed.

Besides this floating debt, the Company has issued two thousand four hundred and ninety-six first mortgage bonds, for one thousand dollars each, at thirty years from July 1st, 1856, bearing interest at the rate of eight per cent. per annum, payable semi-annually.

The undersigned cannot but pause here to contrast the financial condition of the Company at the present time with that of April last. Then it was, under protest, sued for large amounts, and without credit. Now its matured debts are all extinguished, all claims against it are paid on demand, and it is able to effect loans, if needed, on the most favorable terms. Then the confidence of the public was destroyed, and even some of its friends feared that the road would be sold. Now it begins to be regarded as a successful enterprise, and to promise the fulfilment of the hopes entertained by the original projectors. The business of the road has increased in a most flattering manner.

The following is a comparative table of the freight receipts for the corresponding months of the years 1857 and 1858, and will give some indications of the promise for the future:

Freights for the corresponding months of 1857 and 18.8.

Months.	1857.	1858.
April	$11,552 76	$12,49 97
May	13,065 72	25,910 67
June	15,490 35	14,636 75
July	12,859 47	15,156 14
August	11,022 92	15,820 24
September	14,711 34	27,515 09
October	17,874 13	18,227 00
November	16,836 03	8,000 100
December	12,200 00	.....
January, 1858	12,320 18	.....
February, 1858	11,252 17	.....
March, 1858	13,643 17	.....

—Estimated.

The travel has increased the present year over the past, in a still higher ratio than the freights. In April the amount received from passengers was $16,509 30; May, $21,835 14; June, $17,769 19; July, $15,446 30; August, $13,124 53; September, $19,945 62; October, $10,137 10. The effect of the epidemic the present season, in preventing the travel from abroad to New Orleans, will not be forgotten in estimating the revenue of the road from this source. The prospect of future profits from the travel over this road, has been largely increased by the opening of the Tehuantepec Isthmus route, making New Orleans the point towards which all seeking a passage to the Pacific shores must direct their course, and the New Orleans, Jackson and Great Northern road, the route over which they will assuredly pass.

The receipts of the Company have also been considerably increased by the contract obtained from the post-office department for the transmission of the daily mails between Canton and New Orleans. For this service the Company receives $42,000 for the year ending first of July, 1859, after which period, up to first July, 1862, it is to receive $63,000 per annum. Independent of the advantage to the Company of this contract, as a permanent source of revenue, its incidental aid is of vastly more importance. Travel follows the mails, and, in our case, it has commenced already to appear in their wake. It is a public notification that the New Orleans and Jackson road is a better and shorter Southern route than any one yet opened.

The estimated receipts for the present year, from all sources, are $1,000,000. Until the Mississippi Central road is completed, it is estimated that the gross income will not fall short of this annual sum. That consummation will bring sources of income higher and better than the road has yet enjoyed. After the connection is completed by rail over this route to Tennessee, the receipts cannot fall short of $2,000,000 annually. The amount already received during the months when business is necessarily light, and the rapid increase of the freights and travel since the 1st of October, render this estimate a safe one. We have just began to understand the capacity of the country already penetrated. The cotton alone, to be received, will form a very important item of the amount anticipated. An average freight of 1200 bales is brought in daily, and it will be months before the entire crop finds its way to market. An important way traffic is rapidly springing up along the whole route. The road has stimulated enterprise, and the trace of the axe and the marks of improvement are visible everywhere. Lands have come into market, and will soon be decked with every species of harvest, which but a few years since were regarded as utterly worthless. Real estate has increased from 500 to 1000 per cent. along the entire line of the road, and this must create, ere long, a way business which of itself will be an important item in the Company's receipts. The extraordinary increase of travel and freights, as well as the acquisition of the contract for the transmission of the mails, made it necessary, early in the season, to prepare for an additional daily train from each terminus of the road. The epidemic in New Orleans, arresting all business operations and making it dangerous for those not fully acclimated to enter within its limits, retarded the Company in making the necessary addition to the facilities demanded by the public. New locomotives and additional engineers were, however, secured, so as to seize the first opportunity of successfully meeting its expectations and enlarging our means of business. Daily, two passenger trains now start from each end of the road—one in the morning and one in the evening, in addition to the freight and other trains, and the passengers seem scarcely less on each than just before on one train. Such a result more than meets the most sanguine expectations in regard to the estimated receipts for the current year.

The policy of the present Board has been to extend the road beyond Canton, as contemplated by its original projectors, and demanded by the express terms of the charter, and by the strongest pledges of the Company given to Mississippi, when accepting from her material aid to accomplish what has been achieved of this great enterprise. But it was never contemplated by the most ardent friends of this policy, heedlessly to encumber the road with a fatal burden of debt. Extension as rapidly as possible—extension as the ultimate pelant of all labor; but not in such a manner as to destroy the very end which it was their highest ambition to accomplish.

A misapprehension, not of the views, but of the means by which the new Board designed to redeem their pledges to the stockholders and the public, has prevailed to a considerable extent, which we take this opportunity of officially correcting.

The issue presented previous to the election of the present Board, as understood, at least, around the council-table of the Company, was this: Shall the work terminate at Canton, and the contemplated road through north east Mississippi, to some point where it would cut the boundary of Tennessee or Alabama, be finally suspended or not? The friends of the present Board favored extension. It seemed impossible to adopt any other course without injustice and bad faith to all parties—the State of Louisiana, the City of New Orleans, the private stockholders in the State of Louisiana, the State of Mississippi, and the private stockholders in that State. Sound policy, and a desire to make the road contribute to the improvement of the business, and add to the commercial superiority of New Orleans, also urged, with irresistible force, the same conclusion.

The original subscriptions, made by individual citizens of Louisiana, by the city of New Orleans, and by the State itself, were made to a road that was to connect with the Tennessee river, and not to one terminating at the village of Canton. It is so described in the charter. The first projectors of the great enterprise had large and expanded views, and it was not their object to build a merely local road, but one that should be the trunk line of communication between New Orleans and New York, running as nearly as practicable on an air line, after reaching a specific point in the adjoining State.

The progress of the work developed new and unexpected advantages of the entire route originally contemplated. It verified the soundness of the views of those who, with the map before them, and the capacities of the country to be penetrated, well understood, planned the great work which is in connection with kindred enterprises, we believe, destined ultimately to change the commercial center of this Republic. Other States took up the links of the great chain that was to bind together the Northeast Atlantic and the Gulf States; and when this new issue was presented to the public, this great highway of internal commerce, with its obligations of the progress along the whole line to be traversed beyond the limits of Mississippi. Could those who represented the New Orleans, Jackson and Great Northern Railroad yield to the first serious obstacle in the way of progress, the peculiar advantages of the whole route, by adopting, instead of the original line, a road that ceased abruptly, not even to the neighborhood of Memphis, to accomplish the connection with the Middle and New England States? Would such a course not have violated implied pledges made by the Company to the people of this city and State, and to both the municipal and State Governments? Would it not have inflicted upon it the discredit of failure to accomplish the main purpose for which it was created?

The Company had acquired valuable rights and franchises in the adjoining State of Mississippi. It is not necessary to inform your honorable body that a road running through swamps and pine barrens to the State line of Mississippi only would be almost valueless. Time may, and probably will, convert much of this territory into fruitful farm fields, but where would be the profits of the stockholders while the country was slowly being redeemed from its wildness and fertility? The money expended, the road built in Mississippi, the business already secured and the income, that of itself promised to furnish important assistance to the final completion of the whole work as originally contemplated by the parties to the contract of the Company itself with the State of Mississippi, would all have been forfeited by a final abandonment of the policy of the extension. Upon the condition that the road shall be completed in ten years to a point where Mississippi and Tennessee or Alabama intersects, all the rights of the Company in Mississippi depend. To have asked the legislature of the latter State would give up its right to exact the full performance of its bond—to cast the existence of the Company itself upon the chance of change in popular opinion, when large sections of the State were interested in the fulfillment of all the pledges of the Company, was, in the opinion of the friends of extension, to grasp at a shadow, to place interests of extraordinary magnitude upon the hazard of a die. The laws of Mississippi declared a forfeiture of the charter in case of failure, for any cause, to complete the road. A forfeiture would have operated to enrich Mississippi Companies at the expense of the people and State of Louisiana.

The Company was, at the time the issue was presented, further bound by the most solemn obligations of honor, to complete the road. In its extremity the State of Mississippi had loaned money from several trust funds of that State to the Company, on the express stipulation that one-half of the sum so loaned should be expended in making extensions of the road north of Canton. On these conditions it was accepted, and all expended in completing the road south of Canton. When this misappropriation of funds excited public attention in Mississippi, and provoked inquiry, the direction convinced Mississippi that it was the true policy to bring every possible energy to the work of securing a perfect connection with Jackson; it was necessary to an income from the road, as well, as essential to public convenience; and it would enable the extension north of Canton to be prosecuted with greater vigor. Thus by new pledges and the Company become bound in honor to Mississippi to complete the road according to the original route. How could men, who would protect their own honor, hesitate what course to pursue? Did the position of representatives of a corporation screen those acting in that capacity from the odium of an act which an individual would have felt as affixing a stigma upon him?

But if no such imperative reasons had governed your directors in choosing the policy of extension, public considerations of another nature would have led them to the same result. The road now opened brings to New Orleans no crops which did not reach this market before it was constructed. By the Mississippi and Pearl rivers, and by land transit, we had the control of the cotton and all other crops, that now find their way into this city by this new track. Aside from the way business (mill-up, no new traffic has yet been gathered for this city. But the field beyond Canton was a new one for our city. Hundreds of thousands of bales of cotton, that now reach other markets, will, by the extension of the New Orleans, Jackson and Great Northern Railroad, be secured to this city. Each section completed will adjust a new life-blood into the vital current of our trade. We begin to penetrate regions that produce other crops than the one great staple of our market. We enter a grain growing region. We open immediate connection with vast beds of coal, of iron, of marble, and other sources of hitherto wealth, which would stimulate manufactures in this city, and contribute in an important manner to the future superiority, on this continent, of New Orleans.

Our road, by the extension, cuts all the lines of improvement that enter the rich valleys of the Tennessee and the Ohio; and their tributaries. New Orleans is at once made a rival for the trade of almost half a continent, and it was to accomplish this that the road was first projected. Should the directors forego all these advantages, because a heavy debt, at the moment of a financial panic, embarrassed its operations, destroyed its credit, and alarmed the timid?

The importance of the road as originally projected, in connection with the route then promised across the Isthmus of Tehuantepec, was an additional motive for extension. Every hour of time gained by land travel from New York or New England, added to the importance to New Orleans of this new isthmus transit. Notwithstanding the detour over the Mississippi Central road, the shortest, cheapest and quickest route to the Pacific from any point of the United States, is through New Orleans. The extension proposed gives assurance of the gain of another day in time from New York to New Orleans, and another advantage to our city in the acquisition of enlarged commerce. But while the Board for these reasons, were devoted to the extension of the road, they were careful not to jeopard the interests or safety of the Company, by entering into wild and imprudent contracts for work, or indeed into any contract whatever, unless sure of their ability to pay for it.

One of their first acts was to pass resolutions to which they gave the greatest publicity in Europe, Louisiana and Mississippi, that the Company would expend none of the earnings of the road, nor contract any obligation for the extension of the road beyond Canton, until the floating debt of the Company then existing, should have been paid. To these resolutions they have rigidly adhered, but yet the work of construction has not been neglected. Twenty-six miles immediately north-east of Canton have been put under contract, and a large force is now at work there, the contractors having agreed to depend for their payment on the money, subscriptions, etc., raised in Mississippi. The Board are informed by the Commissioners in that State, that large subscriptions have been, and are being made, and that they have no doubt they will shortly justify the letting of much additional work, to be paid for principally in stock.

We feel confident that we hold out no improbable result, when we assure your honorable body that the way is now clear for the rapid prosecution of the great work, and that it can, in all probability, be extended through Mississippi before the ten years limit of the charter shall have expired.

The road between New Orleans and Canton is in excellent condition. The work of perfecting the road bed has been vigorously prosecuted, sand and gravel from the pine bluffs have been filled into many portions of the track in the swamps, giving a degree of solidity and completion not often so soon attained under such disadvantages. Travelers on coming from other routes upon the Jackson road, are made sensible at once of an improvement in their mode of travel. Not only is the road itself level and solid in its structure, but the rolling stock is of the first quality. The conductors and officers discharge their duties with politeness and firmness, which it is believed give general satisfaction to travelers. The progress made in bringing the road into a state of completeness and finish, gives reason to believe that the time is not far distant when a portion of the earnings of the Company may advantageously be used in forwarding the work of extension.

The undersigned cannot but congratulate the Council on the improved condition and prospects of the great enterprise in which this city is so deeply interested; and they close their report with a sincere hope that the public will be encouraged, since so much has been done under such disadvantageous circumstances, to persevere in their efforts to accomplish the work, and sustain with their confidence a policy that is necessary to the future of New Orleans, and the highest prosperity of Louisiana. Even if Mississippi should not close the completion of the road, it is important to us. It is a day gained on the great highway thrown up to make New Orleans the commercial center of the Union, and Louisiana one of the most populous States of the confederacy. It places the trade of the interior of our richest commonwealth in our hands.

All of which is respectfully submitted.

L. J. HARRIS,
J. N. NIVEN
A. D. CROSSMAN,
Directors on the part of the city.

New Orleans Nov. 23, 1858.

Anniversary Events—Nov. 25.

1855—The town of Kars, after a siege of seven months, surrendered to the Russians. The same day occurred a revolution in Montevideo; it lasted four days, and resulted in the killing of 100 people and the wounding of many more. The same day, the French Admiral Brunt died, whilst on his way to take command of the fleet in the Black Sea.

1854—Death of John Gibson Lockhart, the Scottish author, and biographer of Walter Scott.

1852—The order of Capuchin monks was suppressed in the Canton of Ticino, Switzerland, and all under 65 years of age expelled.

1831—Battle of Ceralvo, in Mexico, in which Carajal routed Jarego.

1840—A negro woman in Virginia gave birth to a monstrosity, consisting of a child with two heads, four arms and two legs; but united at the nubilicus, and below that properly formed like a single child. It did not live. Another and a well-formed child was born with the monster, and lived.

1807—St. Charles, Canada, was taken from the Canadians by the British troops, after an action in which 200 of the Canadians were killed and 300 wounded.

1833—Death of Prince Nicholas Esterhazy, Field Marshal and Privy Counsellor of the Emperor of Austria. He was the richest man in the Empire. He had the largest flock of sheep in Europe, and from his principality yet comes the dainty Tokay wine.

1816—The new theater in Philadelphia lighted at night by gas; the first use of gas in a theater in this country.

1795—King Stanislaus Poniatowski, of Poland, was deposed by the Empress Catherine, of Russia.

1792—Battle of Liege, in which the French under Dumorier defeated the Austrians under Sarray.

1789—A paper of this date, published in Jamaica, stated that within the last four weeks 2300 negroes had been imported into the island from Africa.

1785—Death of the English poet, Richard Glover.

1783—Evacuation of New York by the British; Gen. Washington and Gov. Clinton making a public entry.

1780—Death of Naphtali Daggett, fifth President of Yale College.

1769—Mercury passed over the sun's disc, being visible to the naked eye at London, from 12 M. to 4 P. M.

1769—Tripoli was much damaged by an earth quake; the same which ruined Balbec.

1759—Battle of Chinsura, East Indies; in which the British defeated the Dutch.

1758—Exactly one hundred years ago to-day, the British and provincial troops under Forbes, 5000 in number, occupied Fort Duquesne, which the French had deserted in consequence of the British approach and the Indians deserting them. The fort was subsequently renamed Pitt, in compliment to the famous statesman William Pitt, and after that became Pittsburgh.

1748—Death of Isaac Watts, the celebrated dissenting divine and writer of hymns.

1651—Death of Henry Ireton, the English Republican General and son-in-law of Cromwell. He fell at the siege of Limerick, and was buried with great pomp at Westminster Abbey; but at the Restoration his body was exhumed and exposed on Tyburn gibbet, with those of Cromwell and Bradshaw.

1629—Death of Edward Alleyn, a famous actor in Elizabeth's time, and founder of Dulwich College.

1590—Death of Andrew Doria, the Genoese admiral, celebrated for having achieved the liberty of his country, and afterwards refused to accept its sovereignty.

1547—Henry II. of France forbade printers and publishers from printing anything relating to the Holy Scriptures.

1542—Battle of Solway Moss, in which the English defeated a superior force of Scots.

1185—Death of Pope Lucius III. He had to fly from Rome twice during popular tumults; and established, with the sanction of the Emperor Frederick, laws for the punishment of heretics; in which laws the Inquisition had its foundation.

165 B. C.—Beginning of an eight days feast of the dedication of the Temple, after its purification and repair by Judas Maccabeus; it having been profaned three years before by order of Antiochus Epiphanes.

A CLEAR CASE.—The New York correspondent of the Charleston Courier is responsible for the following:

A good story is current concerning the Rev. George Ripley, who is one of the editorial staff of the Tribune. It seems that Judge Clark had given public utterance to the opinion—which, by the way, is shared by not a few others—that the editors of the Tribune were regarded by him as no better than lunatics. Of course it went to the ears of the paper. A short time afterwards, Mr. Ripley was summoned to act as a juror. Now, any one who has tried it, knows that it is not an enviable position to occupy, and the reverend editor not relishing the idea, bethought himself of the aforesaid judgment of lunacy as the loophole of escape. He accordingly wrote on the back of the subpoena, "Mr. Ripley begs to be excused on the ground of lunacy, and in support of the plea, mentions the fact that he is one of the editors of the Tribune." Judge Clark being on the bench, took the document, and, reading the explanatory endorsement, promptly said, "the plea is recognized by the Court," and dismissed the waggish reverend, who, to Quaker small amusement of those who were in the joke, forthwith went on his way rejoicing.

SERVING JURIES.—However opinions may differ as to the expediency of the rule which requires unanimity in the jury, either in civil or criminal trials, there surely can be no doubt as to the absurdity of that which prohibits them from receiving any kind of refreshments while they are considering their verdict. They must agree or starve, not exactly to death, but up to a considerable amount of endurance of physical exhaustion. This undoubtedly is a "progressive rule of barbarism;" and the only wonder is, that it should have remained to the present day, and be tolerated in times when more antiquity is allowed to be a very insufficient plea for the continuance of an abuse.—[Edinburgh Review.

A LEGAL REVENGER.—General Walker will, it is believed, accede to the request of his friends that he and his immediate party shall abstain from taking passage in the first trip of the new line of emigration ship. Their object is to test, in a legal and unmistakable manner, how far this Government means to carry the *rule* of foreign police agent and inquisitor-general over those of our citizens who may desire to change their residence to Nicaragua. They desire to know positively whether any officer of the United States will venture upon the autocracy of refusing clearance to a ship prepared for a lawful voyage, at the pleasure of Lord Napier, and because Senor Irissarri has not received his passport tribute. Other people than General Walker have business in Nicaragua, and it is time to learn who is to forbid their going, or by what authority.—[Washington States.

TWO MURDERS.—A dispatch of the 18th from Detroit, Michigan, says:

The captain of a schooner shot his stevedore in an altercation to-day. John Miller shot his brother-in-law, Peter Shaner, killing him instantly. Both murderers were arrested.

SEWING MACHINES.

A NEW SEWING MACHINE
—BY—
GROVER & BAKER.

THE GROVER & BAKER S. M. CO. are now prepared to introduce their NEW SEWING MACHINE, having obtained five Patents on same, under dates of October 23 and 9th.

This Machine is entirely new, and makes a LOCK STITCH THAT IS LOCKED. Its construction is acknowledged to be the most simple of any Machine introduced, and it is the WONDER AND ADMIRATION of all who have examined it.

The NEW MACHINE is offered for sale at a

GREAT REDUCTION IN PRICES!

☞From the very flattering manner in which our Machines have been received by the public—resulting in the sale of upwards of TWENTY THOUSAND—we are led to believe that our endeavors to manufacture a RELIABLE Machine have been appreciated. We take this opportunity to remark that this policy will be unchanged, and that every Machine sold by us we shall not hesitate to warrant in every respect.

GROVER & BAKER'S S. M. CO.,
SOUTHERN DEPOT,
No. 11 CAMP STREET,
New Orleans.

☞All orders should be addressed to WM. L. CUSHING, Agent of the Company.

GROVER & BAKER'S
CELEBRATED
PLANTATION AND FAMILY
SEWING MACHINES!

These Machines sew from two spools, and form a seam of unequaled strength, beauty and elasticity, which will not rip even if every stitch is cut.

They are unquestionably THE BEST in market, for both PLANTATION and FAMILY USE, and MAKE A LOCK STITCH THAT IS LOCKED!

Opinions of the American Press.

Grover & Baker's is the best. (American Agriculturist.
To all of which the Tribune says, Amen. (New York Tribune.
It is all that it claims to be. (New York Independent.
It finishes its own work—others do not. (Home Journal.
We prize it the preference. (American Republic.
Adapted for woolens, linen or cotton. (American Medical Monthly.
We like Grover & Baker's best. (Ladies' Wreath.
Which is best? Grover & Baker's. (New York Dispatch.
Superior to all others. (New York Mercury.
We have no hesitation in recommending it. (New York Express.
It requires no respooling. (New York Evangelist.
For family use they are unrivaled. (New York Daily News.
They sew a seam that will not rip. (New York Courier.
It performs nicely and expeditiously. (New York Examiner.
Remarkable for the elasticity of seam. (Police Gazette.
Well adapted to all kinds of family sewing. (New York Observer.
Best adapted for family use. (New York Day Book.
We may not hesitate to recommend it. (New York Christian.
It sews strongly and does not rip. (Gleason's Illustrated.
The prince of inventions. (Portsmouth Chronicle.
It is woman's best friend. (New York Weekly News.
We give our preference to Grover & Baker. (Sunbeam.
The most blessed invention of modern times. (Mobile Register.
It makes a pleasure of a toil. (New York Evening Post.
The favorite for family use. (Brooklyn Star.
We highly appreciate their value. (American Mechanic.
Its great merit is in its peculiar stitch. (Family Circle.
We admire the simplicity and durability. (National Magazine.
Admirable in the best extent. (Virginia Argus.
It is not liable to get out of repair. (Georgetown Union.
Is adapted to all home requirements. (Dover Enquirer.
A pretty piece of furniture. (Machine Chief.
Sews with a firmness unknown before. (Rockland Gazette.
Nothing can be more perfect. (Saratoga Press.
The most ingenious and useful. (Nantucket Mirror.
Has obtained deserved celebrity. (Salem Observer.
The best in the market. (Ohio Journal Tribune.
It does not get out of repair. (Cape Cod Advocate.
Sews silk or cotton from ordinary spools. (Haverhill Gazette.
This work it does not rip. (Amesbury Villager.
Are superior to all others. (Hingham Journal.
A most admirable invention. (Boston Courier.
They are original in every respect. (New Orleans Picayune.
Superior to any now in use or whatever. (New Orleans Delta.
Will do more work than a dozen hands. (Washington Union.
It sews everything. (Boston Watchman.
The best of the kind ever invented. (New Haven Register.
There can be no competition with them. (New Orleans True Delta.
We give preference to Grover & Baker's. (Boston Saturday Evening Gazette.
They require no adjusting of machinery. (Philadelphia City Item.
It fastens its own end. (Nashville News.
The best machine in the United States. (Galena Journal.
The invention is a blessing to all. (Middletown Gazette.
Grover & Baker's are superior to any others. (Boston Advertiser.
Every family should have one. (Oswego Times.
Does better sewing at less by hand. (Pittsville Journal.
It enables women to vamp shoe shadings. (Newburyport Herald.
Grover & Baker's is the best. (Mechanics Democrat.
Has given universal satisfaction. (Gardiner Examiner.
Purchase Grover & Baker. (Kittanning Gazette.
It is clever and durable. (New England Farmer.
Its best gift to woman. (Ohio Farmer.
A source of amusement by its home circle. (Kingston Republican.
The best in the market. (Mill-Brown Press.
A beautiful piece of ornament. (Punch Bowl Telegraph.
It sews a seam that will not rip. (Bellville Intelligencer.
Each stitch is independently locked. (Telleville Review.
The best gift to make a wife. (Springfield Republican.
The stitch is most beautiful. (Baltimore Patriot.
It is the best. (Purdon Democrat.
A home full necessity. (Batavia Herald.
Grover & Baker's is unrivaled. (Rockport Advertiser.
Meets the wants of the household. (Auburn Christian Advocate.
The best patent now in use. (Keokuk Whig.
They are the best to use. (Waterford Sentinel.
Grover & Baker have the best improvements. (Hunt Journal.
The most convenient to use. (Chicago News Letter.
Possesses more advantages than any other. (Nashville Gazette.
All sewing are made by it with ease. (Hassel's Gazette.
Lightens the labor of those at home. (Tioga Eagle.
A couple of days work may be done. (Farmer and Visitor.
Will do most beautiful sewing. (Allentown Democrat.
It will not get out of order. (Auburn American.
Commend me to Grover & Grover's. (Springfield Republican.
It is a deed of emancipation to woman. (Elizabeth Journal.
Will do better sewing than by hand. (Geneva Gem.
Will do all the sewing of a family. (Oswego Palladium.
Sews with facility all kinds of thread. (Nashville Patriot.
Will not rip if every third stitch is cut. (Rockport Journal.
We recommend it to our readers. (Camden Journal.
It never misses a stitch. (Tuscaloosa Farmer.
The best machine for family use. (New Hampshire Statesman.
Not a stitch will rip. (Country Gentleman.
Admitted to be the best. (Norfolk Argus.
The work will not rip or wear off. (Wesleyan.
Is more simple than any other. (Cleveland Reporter.
Merits a place in every family. (Lexington Democrat.
Sews a yard a minute. (Cleveland Leader.
The best in use for families. (Milford Recorder.

GROVER & BAKER.

Sews from coarse on spools. (Brunswick Telegraph.
The inventor deserves well of his country. (Taunton Gazette.
This invention is a blessing to all. (Vineyard Gazette.
To ladies it is most valuable. (Meredith Gazette.
Will do all the stitching of the family. (Northampton Courier.
It is for the best of its kind. (New Jersey Journal.
Takes the lead of every other. (Northfield Messenger.
Is the best of its kind. (Miners' Journal.
A child may manage one. (Essex Register.
It works on silk, cotton or leather. (Springfield News.
Its seams are as durable as the fab