SOUTHERN OIL COMPANY.

THE SOUTHERN OIL COMPANY.
OFFICE—No. 72 CAMP STREET,
New Orleans.

This Company are now prepared to furnish consumers with their SUPERIOR

MACHINERY OIL,

AT 33 per cent Below the Cheapest Lubricating agent in use.

This Oil is CHEMICALLY PURE; is ENTIRELY FREE from GUM and ACID, and at

32 DEGREES BELOW FREEZING POINT
Retains its Perfect Limpidity.

DIRECTIONS FOR USING THE LUBRICATING OIL.

Under Oil being of a penetrating nature, the tendency is to collect any dust or dirt that may have secreted itself, or accumulated in the various defects or imperfections in the machinery. Therefore, where other Oil has been used, the machinery should be thoroughly cleaned; and it may be necessary again to clean it off, after applying our Oil.

Where machinery is kept clean, the Southern Oil Company's Lubricating Oil will be found superior to any now in use. In the use of any Oil, it is important to keep your machinery clean.

It is proper that it be distinctly understood that the Oil manufactured by this Company is the first ever made from Rosin that was suitable for Machinery—all previously used for that purpose has been mixed with other lubricating agents, and even then failed to compare favorably with good Lard Oil. The improvements introduced in the machinery of the Southern Oil Company works, and the improved method adapted of expelling entirely the acid and all gum (contained in all oil heretofore obtained from Rosin) enables them to submit their Oil pure, and rely solely on its merits. It is now offered to the public with a full knowledge on the part of the Company of its being what they represent; and in all cases, when procured of their agents, it is guaranteed to perform what is promised.

In addition to these assurances on the part of the Company, the Oil has been thoroughly tested for the past three months by some of the best practical engineers and machinists in the South—most of whom are well-known in this city and throughout the State, and who fully endorse, over their own signatures, its superiority over most other oils.

A portion of these testimonials are submitted, and we ask a careful perusal by all parties interested. On the score of economy, we appeal direct to the interest of consumers—while fixing of Southern product and manufacture, it cannot fail to attract the attention and secure the hearty encouragement of every one friendly to Southern enterprise.

N. O., Jackson and Great Northern Railroad,
New Orleans, Jan. 7, 1859.

I have been using the Machinery Oil furnished me by the Southern Oil Company, on the boxes of the cars on this road for the past two months—running side by side with the best lard oil—and in every respect thus far, it gives entire satisfaction, keeping the boxes cool and free from gum.

On two cars I put new brasses on the 12th of December—one one with the Rosin Oil, and the other with Lard Oil. On examination this day I find the Rosin Oil the cleanest, and in other respects fully equal.

After further test I will take pleasure in reporting further results.

[Signed] S. T. VAN LOON,
Master Machinist.

Depot N. O., O. and G. W. Railroad,
Algiers, Nov. 11, 1858.

To the Southern Oil Company—Gentlemen: I take pleasure in being able to state that I had the Machinery Oil which you sent me to be used on the axle boxes of our cars, to work well, so far as I can judge, since I have had it in use (as permitted me to test it).

Our boxes packed with it have run 249 miles at an average speed of 25 miles an hour without the use of any additional oil, and remaining perfectly cool.

I am at present engaged in making further tests relative to the comparative cost with other lubricants.

Yours respectfully, A. B. SEGER,
Vice-President and Superintendent.

Depot N. O., O. and G. W. Railroad Co.,
January 10, 1859.

To the Southern Oil Company—Gentlemen: Our experiments during the past month in the use of your Machinery Oil for car boxes, show a saving of 25 per cent. on the expenses of Lard Oil, as used for the same purpose, while it answers equally as well.

We shall adopt it in exclusive use for that particular purpose, at once.

Yours respectfully,
[Signed] A. B. SEGER,
Vice-President and Superintendent.

Pass Christian, October 6, 1858.

DEAR SIR: I went to Mobile on Monday, and visited the works of the Southern Oil Company, and had explained to me fully the process by which they refine the Oil, and "expel entirely the gum, glucose, acid and ammonia, and impart the alkaline property so essential to all lubricating oils."

This is precisely what all Rosin Oil makers heretofore have failed to do, and what has caused the well founded prejudice against the Oil; as without the features which I have mentioned, (named above) the Oil would possess no value for lubricating purposes, while with the discoveries made, and system now in use at the Mobile Works, I believe the Oil will prove far superior to any other Oil for lubricating purposes, more especially in cold climates. * * *

I can but congratulate the Company and the country upon the enterprise, which will be a new source of wealth to both.

Your obedient servant,
[Signed] S. H. GILMAN.

New Orleans, January 15, 1859.

Southern Oil Company—Gentlemen: During a recent visit of about two months in the different sugar parishes of this State, I have met with several planters who were using your Rosin Oil on their sugar mills, and all of them spoke of it in the highest terms as a lubricating Oil.

My own observation, also, has convinced me that it is not affected by variations of temperature, and is free from all the gummy and dirty properties which are always found in the use of all other lubricating Oils.

The slushes of a sugar mill are, from the heavy and irregular motion on them, more difficult to keep oiled and cool than almost any other machinery, and its adaptedness has proved so effectual for that purpose as your Oil. This season's experience serves to confirm the opinions expressed by me in a letter to you in October last, stating that your Oil would prove a superior article for the purpose above named.

Very respectfully, your obedient servant,
[Signed] S. H. GILMAN.

Chemical Laboratory, New Orleans School of Medicine,
September 29, 1858.

I have carefully examined a specimen of Rosin Oil from the Southern Oil Company, and find that it retains its perfect limpidity as low as six degrees below the zero of Fahrenheit's scale—thirty-eight degrees below freezing point; at twelve degrees below zero it becomes mushy, but does not congeal, still flowing freely. It is therefore highly valuable as a lubricating agent, in climates where the temperature is naturally low. It can scarcely be conceived, under ordinary circumstances, to a temperature as low as the artificial one it has been subjected to without freezing.

[Signed] L. L. CRAWCOUR, M. D.,
Professor of Chemistry and Medical Jurisprudence, New Orleans School of Medicine.

Smithfield Plantation, October 30, 1858.

To the Agents of the Southern Oil Company, New Orleans—Dear Sirs: I am in receipt of your favor of the 27th inst., and in reply have to state, I have used a part of the barrel of lubricating Oil obtained from you; and, notwithstanding the prejudices of engineers, I am satisfied it comes as fully to your description as it is represented. I am satisfied that you have obtained a great desideratum for the South in furnishing us a cheap and valuable Oil of home manufactory.

Please send me two barrels, and oblige me, respectfully,
[Signed] W. JONES LYLE.

Deer Range, January 15, 1859.

Agents of the Southern Oil Company, New Orleans—Dear Sirs: I have been very extensively upon all the machinery belonging to the plantation, viz: Sugar Mill and Engine Bearings, Wheels, Pumps, Saws and Corn Mills, the Oil manufactured from Rosin Oil Company by the Southern Oil Company, and find it in every respect preferable to any other. I have also used the Wheat Fanning Mill, and find it quite equal for lubrication, I think, as any other equal in point of economy, duration and service.

I am glad to notice the success which attends the efforts of the Company, and believe that to them this new branch of industry will rival almost any other among us. With the immense resources which abound throughout the South, it will be discreditable to our people if they do not convert it into sources of almost untold wealth. Surely the South should encourage every effort looking to her independence of supplies from the North; and no branch of manufacture are the promises more fair than that in this. The appeal should be brought home to every true Southern patriot, and I believe it will be responded to.

Your ob't serv't,
[Signed] MAUNSEL WHITE.

Houma, December 6, 1858.

Mr. F. W. O. Cook, New Orleans—Dear Sir: The Machinery Rosin Oil from the Southern Oil Company, you sent me in October, gave entire satisfaction, journals being free from gum and heat.

For engine-house purposes it will do as well as a luminating Oil. Thanks for the barrel sent me yesterday.

Yours respectfully,
[Signed] M. J. BRENGIER.

Commercial Cotton Press,
New Orleans, November 5, 1858.

I have thoroughly tested the Machinery Oil manufactured by the Southern Oil Company, on the sides, wrists and journals of the Commercial Press, and find it in every respect superior to Lard Oil, and fully equal to any Oil I have ever used on machinery. It goes further than Lard Oil, and is entirely free from gum, and keeps the journals cool.

I consider it altogether the best lubricator I have used during my experience of fifteen years engineering, and shall continue its use.

[Signed] HENRY INGRAHAM,
Engineer of Commercial Cotton Press.

California Saw Mills, Third District,
New Orleans, Nov. 16, 1858.

To the Southern Oil Company—Gentlemen: Having now fully tried the Rosin Machinery Oil made by your Company on the engine and machinery of this establishment (California Saw Mills), I have no hesitancy in stating that I highly approve of it as a lubricating Oil, being in my opinion fully equal as a lubricator to any Oil I have ever used, and in point of economy superior, a less quantity being required and working perfectly free from gum.

[Signed] H. STILES.

Hughes, Vallet & Co.'s Saw Mills,
Algiers, January 8, 1859.

We have been using the Southern Oil Company's Machinery Oil in every department of the machinery of this mill for about two months past, and find it fully equal to the best Lard Oil. If any difference, give the preference to this Oil, and shall continue to use it.

[Signed] HUGHES, VALLETT & CO., Proprietors.
GEO. W. GERRY, Engineer and Machinist.

In addition to the Saw Mill, we have also used it on the engine and machinery of the Louisiana Dry Docks for the same period, and with equal satisfaction and results.

[Signed] HUGHES, VALLETT & CO.

Plaquemine Office, New Orleans,
December 17, 1858.

I have thoroughly tested the Machinery Oil manufactured by the Southern Oil Company, for the past seven weeks, on the works of this office.

I consider it the best Oil I have ever used on my press, and shall continue to use it.

It so entirely free from gum, keeps the machinery clean, and (freely) penetrates the smallest of oil holes.

[Signed] E. R. SHERMAN,
Foreman of the Press Room.

Press Room New Orleans Commercial Bulletin,
December 18, 1858.

I hereby certify that I am now using (and have been for some time past) the Machinery Oil manufactured by the Southern Oil Company, and find it superior to the best Lard Oil, and fully equal to sperm. The longer I use it the more I implicit confidence in it.

[Signed] JOHN R. ALEXANDER,
Foreman of the Press Room.

Delta Office, New Orleans,
December 20, 1858.

Having used the Machinery Oil furnished by the Southern Oil Company on the press of this office, for two months, I take pleasure in stating that it is entirely free from gum or heat, and lubrication the best Oil I have ever had in the press room.

When the Oil was first supplied it collected all the dirt which had accumulated, since which it has kept my press perfectly clean and bright.

I am satisfied there is no better Oil for lubricating than that furnished me by the Southern Oil Company, and I intend to continue its use.

[Signed] H. MCMANUS,
Foreman of the Press Room.

G. C. BOGERT & CO.,
Agents for the Southern Oil Company,
No. 72 Camp street.

NEW ORLEANS DAILY CRESCENT.

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

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New Orleans Daily Crescent.

CITY RAILROAD QUESTION.

As the metropolitan public is universally aware, the discussion of the street railroad question in New Orleans, within the last few months, has been extensive and thorough. All the points were touched upon from time to time; and the conclusion generally arrived at was that we must have a system of street railroads, not so much in regard to the replenishment of the City Treasury by any sale of any contract which might take place, as to replenish it by the enhancement of the value of real estate which it was supposed would follow the proposed improvement, as well as to add to the convenience of the community at large, by bringing the upper and lower portions of our widely extended city in a half-hour's communion with each other.

So far as we understand the subject, the convenience to the people, and the incident and general benefits which were expected to result from linking the remote parts of the metropolis in iron bands, were the principal causes which aroused the wide-spread enthusiasm which prevailed, and led the late Common Council to deliberate and judicious consideration in the premises. Seeing that the people whom they represented, were nearly if not quite unanimous in this behalf, the Council, after long but proper deliberation, concluded upon a plan. That plan was duly advertised more than sixty days. All our citizens—all our home contractors—all the contractors from abroad—all enterprising men generally everywhere—had a full and fair opportunity to consider the proposition presented them, and no doubt considered it well and thoroughly.

The result of the protracted advertisement for bonus offerings amounted to two bids—one from a citizen of Philadelphia, offering $5000, and another from one of our own home citizens, offering $15,000. As both of the gentlemen are supposed to know their own business best, and as we know the New Orleans man to be a sensible, practical, business man, it is quite likely they made their offers proportionate to the immense risks they would be obliged to run. We imagine the proposed street railroads will not cost less than three hundred thousand dollars. This is a vast amount for a really solvent man to invest in the contingencies of the future, and well does it behove him to be cautious before he hazards a certainty for an uncertainty. Because street railroads have paid well in the densely populated—the four, five, six and seven hundred thousand souled cities of the North—it does not follow, by any means, that they would be remarkably remunerative in the largely territorial, but sparsely populated, comparatively speaking, city of New Orleans. A short or a long railroad, that would pay splendidly in Philadelphia, would not begin to pay near so well in New Orleans, for the sound and ample reason that it would be patronized by five travelers there where it would be patronized by one traveler here. Therefore, we can only compare the system there and the proposed system here, relatively, if we would arrive at the truth. When a sufficiency of population settles along the lines, or adjacent the railroads, they will be remunerative accordingly. But, on the other hand, it should be borne in mind that the original contractor may bankrupt himself, and be sold out, before his road commences paying profits, and thus not only lose the capital he has invested, but be deprived of all prospects in the future.

But we find we are digressing, when we intended to be stringently concise, and to speak only of the main point at issue—the necessity for street railroads. The Comptroller duly adjudicated the sale, and on Tuesday last the Finance Committee and the Committee on Streets and Landings of the Board of Assistant Aldermen reported against the propositions. The report was accompanied by a resolution rejecting the bids, and both were adopted. The action of the Assistants is now before the Board of Aldermen, and will come up for concurrence or rejection on Tuesday evening next. This, we believe, is the exact state of the case, as it now stands.

For our part, believing that the tax payers and public of New Orleans would sooner have the railroads commenced at once than risk the precarious venture of a new advertisement for proposals, in order to obtain, if possible, but not very probable, an additional bonus of ten or fifteen thousand dollars more at the outside—we trust the Board of Aldermen will refuse to concur in the rejection by the Board of Assistant Aldermen of the highest bid made, and that the latter body will, after proper reflection, withdraw their objections, and accept the best proposal tendered.

There is little to be gained, but much to be lost, by delay. Suppose an interval of sixty days should intervene before a satisfactory bid of thirty thousand dollars—assuming that thirty thousand would be satisfactory—could be obtained, we hold that the delay would occasion a loss and an inconvenience, that neither fifteen nor fifty thousand dollars would beg in to repay. It would be the falsest economy the Council could possibly practice, and would justly subject them to antimadversion.

Then, in the event of such delay, the work would be commenced as the business season approached, and several of our largest thoroughfares would be torn up and rendered comparatively impassable during the very heart of that business season. This would occasion infinite damage, and a loss of many thousands of dollars. But let the work be prosecuted now—and we are assured that the highest bidder will go to work at once—in connection with the solid pavement we are now putting down, and much of the loss, annoyance and inconvenience that will otherwise certainly follow, will be avoided.

NICARAGUA—GENERAL WALKER.

The subjoined filibustering telegraphic dispatch from Washington to the New York Sun, appeared in the Sun of the 28th instant:

WASHINGTON, June 27.—Information has been received from a source, regarded as thoroughly reliable, giving the particulars of the contemplated filibuster descent on Nicaragua. The names of certain parties who sustain Walker with arms and money are given, and the enjoyment of the benefits of the transit route are to compensate, in part, for the expenses thus incurred. It is stated that the expedition will start by the middle of August; that a party of filibusters will rendezvous at Florida, and be conveyed to Central America in the Scottish Chief. Whether or not this information is strictly true, it is certain our Government will endeavor to arrest all such illegal enterprises, the orders to our naval vessels, for this purpose, heretofore issued, being still in free force. General Jerez, before he left for Nicaragua, was fully informed of the filibustering movement.

We don't believe a word of the above. In matters of this kind Washington and Northern papers are uniformly unreliable. We trust the regeneration of Nicaragua is not far distant, but we know nothing in the premises, at this time. If we did, we should not publish our knowledge to the world, to be taken advantage of by a cowardly and faithless Administration.

THE ST. MARTIN AND VERMILION VIGILANCE COMMITTEE.—The Vermilion Meridional of Saturday last publishes Gov. Wickliffe's proclamation, which sets forth that a number of persons in the parishes of Vermilion and St. Martin, organized under the style "Vigilance Committee," have, in violation of law, committed outrages upon the persons, and depredations on the property of citizens of said parishes, and have resisted the attempts of the officers of the law to arrest the lawless proceedings of said organization; that the officers of justice have found it impossible, by the ordinary means, to bring the offenders to punishment, and calls upon the organization to disband. All good citizens are requested to aid in the execution of the laws against the aforesaid organization. The proclamation is dated May 28.

MONSIEUR BLONDIN'S NIAGARA FALLS FEAT.—A dispatch of the 24th from Buffalo says:

Monsieur Blondin has so far perfected his arrangements for walking across the Niagara river on a tight rope, that he is able to designate Thursday, the 30th inst., between 4 and 5 o'clock in the afternoon, as the time for attempting the feat. The cable is already stretched across the river, and is now being secured in position by guys.

FOURTH OF JULY.

This is the Fourth of July. We suppose all our readers are aware of the fact, as a matter of course, they being reading, intelligent and patriotic people. Nevertheless we mention the fact for the benefit of the benighted readers of benighted journals.

This is the fourth of July!

On this occasion the star spangled banner is expected to "wave" with rare glory and exceeding brilliancy.

This is the Fourth of July!

Boys, do you hear *that!* On this occasion the American Eagle—that magnificent bird—is expected to scream defiance at "all the world and the rest of mankind"—to clutch the North Pole with his beak and flutter his tail over the South Pole—to hold creations level on its axis—to bathe one wing in the placid waters of the Pacific and splash the other in the tumultuous billows of the Atlantic, and to do many other extraordinary things which no respectable fowl—not even an eagle—was ever expected to do before.

This is the Fourth of July!

On this occasion—performance only once a year—the Goddess of Liberty, always surpassingly beautiful, will appear, her face wreathed in dazzling smiles and her eyes flashing with the glories of unalloyed delight, in a garb so splendid that the optics of beholders will be in danger, and with such a set of hoops as will make all crinolindom boil over with envy.

This is the Fourth of July!

A FEW REMARKS.

It is a fact indisputable that of all the weak, wicked and stupid affairs ever purporting to be newspapers, and palmed off on the public under that guise, the Washington Constitution takes the lead in aspiring to the most magnificent and incontestable pre-eminence in all these disreputable qualities. Its daily issuance is a continually repeated and outrageous offence against a sense of public propriety, which the most hardened and the most ignorant should have the natural instinct to respect. But more hardened than the most hardened, and more ignorant than the most ignorant, it persists in flaunting its concoctions, and illustrating its stupidity, in daily promulgations of both. If James Buchanan's Administration were as immaculate in the same degree as it is faulty, as wise as it is stupid, and as popular as it is odious, the sufferance of such a special advocate as the Constitution would soon render it as gratuitously obnoxious and disreputable as it now is upon its own demerits. Day after day this official exponent, so worthy its mission as its principal is unworthy his position, continues to bore and nauseate its readers with the twaddle of its special pleading, its palpable inaccuracies and its ignorant or willful misstatements, the Administration blindly permitting this unnecessary agency to add its weight of obloquy to the sins proper of our rulers for the time.

The issue of the 25th of June contains a pronunciamiento headed "The War Department," the text of which is the admonition "in time of peace prepare for war," that is absolutely the most puerile, ill-digested and generally contemptible waste of paper which we have found for years, though ranging through the whole rank and file of city and country papers during that time. The accomplished writer of the editorial in question makes a sort of blank verse of his stuff, giving every period of his discourse a paragraphic importance, imparting to the whole article the look of a chapter of "Tupper's Proverbial Philosophy." His geography is as lamentably at fault as his rhetoric, for he makes the Rio Grande and the *Sabine* rivers terminate the coast boundary of the United States on the North and the South! Here is a beautiful figure comparing "those numerous forts and castles" to "the towering live oak tree:"

The "preparing for war" "in time of peace," in its proper sense, is visible to the eyes of all who see the gradual building up of those numerous forts and castles which stud the entrances of our rivers and harbors from the Sabine to the Rio Grande.

Like the towering live-oak tree, their growth is slow but steady, and their foundations take deep root in the soil they are intended to protect and defend.

Year after year has this plan been carried on, and systematically carried on with that perseverance so characteristic of the American people in steadily and energetically pushing to completion any great public work in which they engage.

The best way to repel aggression is to be prepared to meet it, and should this country become involved in war, the incalculable advantages of these fortresses to its security and protection will be fully developed and appreciated.

The "gradual building up of those numerous forts and castles which stud the entrances of our rivers and harbors from the *Sabine* to the Rio Grande" has been so very gradual that the progress of the work is barely visible from year to year, and though so numerous, and so oak-tree like, not enough of them "stud" the river entrance to New Orleans, the first exporting city in the Union, to prevent one first-class steamer ascending to it and laying it in ashes or under contribution in peril of that fate. In such case, we think the "incalculable advantages" of these tremendous forts and castles would be "fully appreciated." The "steadily and energetically pushing to completion" of great public works is good—almost as good as any of the other good things of the article, and its correctness is fully attested by the energy with which the work on the Custom-House of New Orleans, and many other public erections in the South especially, has been "pushed forward." We know, and everybody who knows anything about the matter knows, that there is scarcely a defensive work on the Southern coast, no matter when begun, which is completed, or is ready for efficient service, and that when a small appropriation is made for them it has to be expended rather in repairing the injuries wrought by time and neglect preying upon their unfinished state, than in continuing them to completion upon the original plan.

For our own sake we wish that the Administration would muzzle "The Constitution," for the daily sight of it in the mails exasperates our irascibility and stimulates unhappy vituperative instincts, inducing the use of all manner of offensive adjectives which have an applicable pertinency to this libel on the American press, this lame, inflated, parasitical interpreter of the Governmental policy and political trickery of the Administration which now controls the great American Republic.

THE METEOR THAT DID'NT FALL.—The Utica Herald has a long and amusing account of the trip of a party of gentlemen from that city to the scene of the "meteoric stone" in Oswego county. It seems that the Utica delegation was only one of many others that went off into the wilderness led by the lying story of the Palladium man. The Herald says: Among the distinguished pilgrims to this Mecca were Col. Jewett, geologist of the State, dispatched thither by the Regents of the University; Judge Mullin, of this judicial district; Mr. Wager, of the Rome Sentinel; Mr. Stocking, of Utica; and many others whose names we did not learn. Some actually penetrated to the scene of disaster; others went a few miles through the woods, and were all at once taken with a panic for "fishing." Such a quantity of piscatorial gentlemen, we venture to say, never before invaded the woods of Redfield and Boyleston at one time.

GREAT TROTTING MATCH.—From the New York Times, of the 22d, we extract the following:

UNION COURSE, L. I., Tuesday, June 21.—Purse and stake, $300; mile heats, best three in five, in harness.

H. Woodruff, b. m. *Lady Woodruff*	0	3	1	1	1
D. Tallman, br. s. *Gen. Patchen*	3	2	1	3	2
D. Piller, br. g. *Brown Dick*	0	1	2	2	3

TIME.

	1st heat.	2d heat.	3d heat.	4th heat.	5th heat.	6th heat.
Quarter	36½	38	38	39	37½	37½
Half mile	1:15½	1:12½	1:12½	1:13½	1:15½	1:14½
Mile	2:30½	2:32½	2:29½	2:30½	2:31½	2:31

The above race was probably the best and most spirited trot throughout that ever came off on any course; and, although Brown Dick and Patchen were beaten, the fact does not detract from their fame, as the fourth, fifth and sixth heats are the fastest ever trotted. Lady Woodruff has in this race stepped into the front rank, and can now be classed with Flora Temple, Ethan Allen, Lancet, Princess, or any of the crack horses. Brown Dick had the call against the field, $100 to $40. There was a good attendance present, notwithstanding the unpleasant state of the weather. The betting was very brisk, and each in turn became the favorite as the race progressed. These horses will trot a two-mile race on Tuesday next.

Telegraphed to the New Orleans Crescent.

FURTHER INTELLIGENCE FROM EUROPE.

ARRIVAL OF THE STEAMSHIP BAVARIA.

POSITION OF THE ALLIED ARMY.

PROGRESS OF THE NATIONAL CAUSE.

MOVEMENTS OF PRINCE NAPOLEON.

[BY THE SOUTHERN AND NATIONAL LINES.]

NEW YORK, July 2.—The steamship Bavaria, which left Southampton on Saturday, the 18th ult., has arrived at this port.

Her commercial advices have been anticipated by the Arabia at Halifax and Boston. She brings, however, some additional items of interest from the seat of war.

The War in Italy.

LONDON, June 18.—Dispatches from Turin state that an official bulletin announces that the head-quarters of the Emperor Napoleon are now at Covo, on the road from Bergamo to Cremona.

The head-quarters of the King of Sardinia were at Castegnalo, six miles west of Brescia.

Rimoul, Scavemera, and Celse, however, pronounced for the national cause.

Prince Napoleon has commenced the movement of the troops under his command. Eighteen thousand Tuscan troops, and one thousand six hundred cavalry accompany him.

A Berne telegram from Coire announces that a numerous Austrian corps had arrived at Grostole, in the Valleline, and were advancing towards Sivans.

The Paris Bourse was flat. Rentes were quoted at 62½ francs.

Domestic Intelligence.

NEW YORK, July 1.—The stock of Coffee on hand at this port is 117,000 bags, of which 3500 are Rio and 5500 bags are Java.

The stock of Molasses amounts to 12,730 hogsheads and 6500 barrels.

Of the latter 2671 are of Cuban production and the remainder of New Orleans.

The stock of Sugar on hand is 81,000 hogsheads and 25,000 boxes.

WASHINGTON, July 2.—The mail, which has heretofore been conveyed from Charleston and Savannah to Key West and Havana by the steamship Isabel, will hereafter be sent via Fernandina, over the Florida railroad, and from Key West to Havana by steamer, and back by the same route.

WASHINGTON, July 2.—Lieut. Drake, of the navy, has been ordered to join the United States frigate Congress, which has been ordered to Boston.

The sloop-of-war Savannah has been discharged from quarantine.

She has sixty-four cases of intermittent fever, and fourteen are sick of other diseases, but there are no cases of yellow fever on board, or of any other contagious disease.

WASHINGTON, July 2.—Mr. Adams, the aeronaut, who ascended in a balloon at St. Louis yesterday, (there was only one, it appears,) and directed his course towards the Atlantic, landed here this evening in safety, having successfully navigated the air, and accomplished the journey between St. Louis and Washington in about 24 hours.

Mr. Adams belongs in Jefferson county, New York.

CINCINNATI, July 2.—The flour market closed buoyant. Holders demand an advance. Whisky has declined 4c, and closed at 25½. Western mess pork is quoted at $15 75.

NEW YORK, July 2.—The cotton market closed firm. The sales to-day amounted to 2000 bales, generally at previous quotations. Yellow corn is quoted at 86c. The flour market is generally unchanged.

LOUISVILLE, July 2.—The Ohio river at this point is still falling, with less than five feet of water in the canal.

CORRECTION.—The steamship referred to in the telegraph despatches published on Saturday morning is the Argo, of the Galway line, and not of the Havre line, as reported. The Argo left New York on the 23d ult., intending to touch at St. John's, when she met with the accident referred to.

VIGILANCE COMMITTEES IN ST. MARTIN AND VERMILION PARISHES.—From the Lafayette Echo of Saturday last, we extract the following:

Last Saturday morning, at a very early hour, a large number of men, mounted on horseback, and followed by an equal number in carriages, rode into our town and dismounting on the public square, almost completely blocked up that part fronting the court-house. We must admit, that when we saw such a formidable gathering that our curiosity was wrought up to the highest pitch, and we were anxious to find out the meaning of such a movement, for occasionally several stout, active looking yeomen would walk past us, some carrying shillelahs, and some few with a mysterious looking belt encircling their waists, to which, we presumed, was attached a colt; but as we felt a little shy, we did not go near enough to see. After stopping a few minutes in town, the whole company, numbering about one hundred and fifty, left, taking the direction to the Bayon Tortue bridge, the horsemen leading off two by two, followed by those in carriages, where, we were told, they were to meet the vigilance committees of the parishes of St. Martin and Vermilion, who were to assemble there on that day; but for what purpose, we were not informed. However, we do not think it was to conspire against the Government, neither to swear vengeance against any would-be officious officials; but simply for the purpose of having a little family reunion, and also, to let all thieves and rascals know that they are still in existence, and ready to give them their quietus should they presume to take without asking.

FROM THE FROZEN REGIONS.—Mr. Robert Kennicott, who has gone into the Hudson's Bay Company's domain, for the purpose of procuring specimens of Natural History, writes to the President of the Chicago Audubon Club as follows:

FORT WILLIAM, May 15, 1859.

* * * * The steamer Resche left us on a little island in Lake Superior, five miles from shore, where we camped, and the next morning walked over the ice to the main land, and this on the 10th of May.

The snow lies several feet deep in some places in the woods, and Dog Lake, twenty five miles west of this point, is still frozen hard.

I have just returned from an excursion to the top of McKay's Mountain, whither I went with some gentlemen of the Red River Expedition. The peak is 1000 feet high, and covered with snow. On the top we obtained a ruffed grouse, squirrels, beetles, etc., and saw some mosquitoes! This with the ground covered with snow, what will they be in warm weather?

AMERICAN SHIP OFFICERS IN TROUBLE IN CHINA. The Overland Friend of China of the 23d of April says:

Captain Manton, of the American ship Messenger, and his first and second mates, have been committed to take their trial at the next criminal sessions of the Supreme Court for the cruel treatment of their crew, mentioned in our issue of the 18th inst.

Meantime they are at large on bail, Captain Manton on his own recognizances for £400, and two securities of £200 each; the officers in £100 each, and two securities for the same sum respectively.

We have no doubt but the punished men were very aggravating, and deserved a good deal of what they got; at the same time, whilst no imputation exists against either the American Consul or our marine magistrate, and justice is dealt to all, American shipmasters must not take the law into their own hands; if they do, they may be sure they will rue it.

CROPS IN CENTRAL TEXAS.—The Houston County Printer, of the 22d, says:

Glorious showers are falling daily, rendering prospects for good crops of corn and cotton in Trinity. Health generally good, spirits of all revived, trade dull, but industry of farmers occasioning it; the anvils sound from morning till night, which is an evidence that the folks in the county are stirring. One ripe watermelon has been eaten this season in Sumpter; Irish potato crop is abundant; vegetables generally plentiful. Those who imagine that Trinity county will not produce, had better visit her while crops are growing, and judge for themselves.

HUNTING FILLIBUSTERS.—We learn that a Government vessel has been sent to St. Andrew's Bay to search for fillibusters. The Government hearly information that they were rendezvousing there in considerable numbers—some accounts say to the number of fifteen hundred. We suspect the Government is on a cold trail. [Mobile Mercury, 24.

Louisiana Intelligence.

The Plaquemine Gazette and Sentinel of Saturday says:

We had several delightful showers during the first part of the week, some of which were of sufficient power as to fill our ditches with water. It has been of great benefit in this vicinity, in nourishing our plantations, cooling the air and filling our cisterns with fresh water. We want no more rain for ten days or two weeks.

We clip the subjoined items, from the West Baton Rouge Sugar Planter of the 2d:

It will be gratifying to the friends of our (the Grosse Tete) Railroad, and the traveling public, to learn that the steam-trains will commence their regular trips over the road to-day. Great credit is due the managers for the care taken to prevent communication from being interrupted during the overflow of the road by the Lobdell crevasse, by means of hand-cars, the labor and trouble attending such a mode of conveyance being enormous. The reception of the steam trains will be hailed with pleasure by all interested. The damage to the road is slight—the washing away of the embankment, for about a mile, being the principal.

A panther was shot one day last week, about three miles back on our railroad, that measured eight feet in length and three feet in hight. A great number of panthers and other wild animals have been killed in our backwoods this spring.

An inquest was held on Thursday last, by Frank White, Justice of the Second Ward of this parish, on the body of a white male child, about three or four years of age, found floating in the river opposite the plantation of Sosthens Allain. The deceased was dressed in blue cottonade pantaloons, two shirts, one white and the other calico; also had on a small striped calico overcoat. The child apparently had been in the water eight or ten days. A verdict of accidental drowning was rendered, there being no marks of violence on the body. Our cotemporaries will please copy this notice, as it may lead to the discovery of its parents.

The Covington Wanderer says:

John P. Douglass, the man who shot James Smith, alias Irish Jimmy, left his bed and board on last Monday evening, by means of an auger that was handed him, boring a hole large enough to get out of, and thus made his exit.

Another man who was confined in the same cell, for stealing just money enough to send him to Baton Rouge, refused to go, and Douglass turned around and said to him, "if you will not go, you can take my mosquito-bar and bed for the balance of the night."

Launching of the Steamship Seminole.

A letter of Sunday last from Warrington to the Mobile Tribune gives the following account of the successful launch of the war steamer Seminole:

On Saturday last this beautiful war steamer was successfully launched from the Warrington Navy Yard, amidst the general rejoicing of the vast concourse of people who had assembled to witness it. As she glided into her native element, like a thing of life, she was baptized by Martha, the little daughter of Mr. Lenn L. Forney, the constructor. Every thing about the launch was conducted in the best manner, and at the word she left her ways in beautiful style, for her native element, where the symmetry of her form could be seen to advantage, and where she was universally admired. This ship has been designed by the constructor, and is intended for light draught of ten feet when loaded for sea. Her dimensions are as follows:

	Feet.	Inches.
Length on the keel	127	
Length on deck	132	
Length over all	219	6
Depth of hold	14	
Beam extreme	31	6
Tonnage		801

The Seminole is one of the class of the seven screw sloops last ordered to be built by Congress, and will mount one heavy gun of 25,000 pounds weight, and two 32-pounders of 42 cwt. She will be bark rigged, without royals. The length of her spars is as follows:

	Ft.	Ins.		Ft.	Ins.
Foremast	71	6	Yiboom	46	6
Fore topmast	38	6	Spanker boom	35	6
Fore top sail yard	46		Fore yard	52	
Fore pole	7	6	Fore topsail yard	41	
Main mast	74		Fore topgallant yard	35	
Main topmast	38		Main yard	56	
Main topgallant mast	18		Main topsail yard	44	
Main pole	8		Main topgallant yard	29	
Mizzen mast	61		Main gaff	22	
Mizzen topmast	34	6	Fore gaff	21	
Mizzen pole	6	6	Spanker gaff	18	
Bowsprit outboard	35	6	Spanker boom	39	

Her engines are to be of 750 horse power, cylinders 50 inches diameter and 30 inches stroke, and will be direct acting. They are now being built at the Morgan Iron Works, New York city, and will be ready for shipment to this port in six or eight weeks. She had in, when launched, her bottom valves, bed bolts, shaft bearings, and lower piece of shaft, and a part of her machinery. Her cabin, store-rooms, shell-rooms, magazine, spars, sails, rigging, boats, furniture, etc., are all ready to go on board so soon as the constructors shall put in the machinery.

From Santa Fe and the Plains.

The St. Louis Republican publishes the following dispatch of the 24th from Independence:

The Santa Fe mail has just arrived at this place with later dates from New Mexico Territory. The news brought is of an interesting character.

By its advices we learn that there is great likelihood existing of a renewal of warlike difficulties with the Navajoe tribes of Indians, with whom the United States Government was at war only a few months ago, and concluded by formal treaty.

They have been depredating upon and stealing from the whites, and feel no disposition to restore the property stolen by them, or liberate the persons whom they have made captive.

In consequence of this contumacy, the military authorities have ordered out the United States troops from all the posts in that region. Two or three companies have left Fort St. Vrain for the Navajoe country.

The crops will be very short in New Mexico, partly for want of rains in proper season.

There were many returned Pike's Peakers in the Territory. They fared as badly as those from the States—denounced the mines as a humbug, and declared that gold could not be found there.

The Democratic party held a Territorial Convention at Albuquerque, at which Hon. M. A. Otero was nominated for re-election to Congress. Col. St. Vrain will be his opponent for the office.

The traders' teams bound out from Missouri are much delayed in consequence of high water in the Arkansas river. That stream is said to be higher than has been known for years before.

A serious difficulty occurred at Council Grove with the Kaw Indians. They had stolen some ponies from a Mexican train, the owner of which was demanded by the citizens. The next day eighty warriors came in, bringing the stolen property, and told them to take it if they dared. A pistol was fired, it is said, to frighten the Indians, but they returned the fire, slightly wounding Mr. Gilkey, formerly of this place, and mortally wounding a man by the name of Parker.

The enraged citizens banded together on the day succeeding the outrage, took a young chief and another Indian and hung them up. The Indians are very much alarmed and wish to leave the country.

We are in the midst of harvest here, and prospects are good for a bountiful yield.

DEMOCRATIC NOMINATIONS.—The Parish Democratic Convention, of East Baton Rouge, met on Monday last at the Court-House in Baton Rouge, and made the following nominations:

For State Senator—Alexander Barrow, of West Baton Rouge.

Hon. A. S. Herron and Robert L. Knox, Esq., for the House of Representatives of the General Assembly.

Samuel Faulkner, for Sheriff.

R. F. H. Skofield, for Clerk.

John F. Piker, for Assessor.

Silas Jones, Esq., for Coroner.

SINGULAR AFFAIR.—A novel exhibition took place yester