DIRECT IMPORTATION
—OF—
ENGLISH, FRENCH AND GERMAN
CUTLERY, GUNS AND FANCY GOODS.
E. R. STEVENS & CO.,
—Importers and Jobbers of—
CUTLERY, GUNS,
FANCY GOODS,
VIOLINS AND VIOLIN STRINGS,
COMBS, BRUSHES, BUTTONS,
NEEDLES, PINS, SOAPS, PERFUMERY.
—Also—
PAPER, STATIONERY,
BLANK BOOKS, SCHOOL BOOKS,
AND PLAYING CARDS.
Nos. 55, 57 and 59 Common Street,
(OPPOSITE THE CITY HOTEL)
New Orleans.
E. R. STEVENS.....WM. H. SEYMOUR.

Received by late arrivals from England, France and Germany, a large stock of—
Wade & Butcher's IMPERIAL RAZOR STEEL POCKET CUTLERY and RAZORS.
Rogers & Sons' SILVER STEEL RAZORS.
Wostenholm's " " "
W. & S. Butcher's TABLE CUTLERY.
Eley's Double Waterproof PERCUSSION CAPS.
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Genuine French G. D. " " "
800,000 French GUN WADS—best article imported—Nos. 11 to 15.
18 cases VIOLINS, ELUTINAS and ACCORDEONS.
Regina, French and Italian VIOLIN STRINGS.
—Also, a large assortment of—
PERFUMERY,
COMBS, BRUSHES, and
FANCY GOODS.
Agents for COHEN'S Celebrated
Playing Cards.
500 gross in store, consisting of—
STEAMBOATS,
HIGHLANDERS,
DECATES AND EAGLES,
DOUBLE AND SINGLE HEADS,
Every variety of backs.
200 bales COTTON TWINE.
Also, a large assortment of LINEN TWINE.
PRINTING, WRITING and WRAPPING PAPER of every description.
PAPER BAGS for Grocers, Druggists and Confectioners—various sizes.
BLANK BOOKS, STATIONERY and SCHOOL BOOKS.
☞One stock will be found one of the most complete in extent and variety in the United States, and is offered to the trade on the most favorable terms.
jel4 1m E. R. STEVENS & CO.

LOUISIANA STEAM CLOTHING MANUFACTORY,
165.....Canal Street.....167
NEW ORLEANS.
The subscribers respectfully inform their numerous customers, and the Planters in general, that they are always prepared to furnish them with NEGRO CLOTHING, of the very best materials, and at most reasonable prices.
The large patronage they receive from this and neighboring States has induced them to extend their establishment, so as to meet any increase of business, and, in order to be able to supply their patrons always with the same and best descriptions of materials, they have made contracts with several of the most prominent manufacturers in the South, and shall henceforth be able to supply Planters with goods of uniform quality.
They feel confident that they will give entire satisfaction to all those who may patronize their extensively Southern enterprise, and solicit their orders, which shall receive immediate attention.
jel5 3m HEBRARD & CO.

PATTON, SMITH & PUTNAM,
CORNER OF MAGAZINE AND GRAVIER STREETS,
Agents for the Sale
—OF—
MANUFACTURED TOBACCO,
Have now on hand and are constantly receiving, on consignation, direct from the Manufacturers, the Largest and Finest assortment of—
Manufactured Tobacco,
of every variety, they have ever offered to the trade, and solicit the attention of GROCERS and DEALERS to their stock before purchasing.
They are the SOLE AGENTS for BURTON & MAY'S Cross and Extra pounds; LA BELLE CREOLE, 2s and 1½s; BUCK FINNEYS 2s and 1½s and KENT'S 1½—besides various other brands; GRANT & WILLIAMS' ½ lbs., and others; LEONORA pounds, which took the Premium at the State Fair at Petersburg, Va., November, 1859; Y. & S. P. JONES' pounds and Twists, which have taken the Premium in North Carolina six years in succession, and is perhaps the finest Tobacco in the world!
WILLIAMSON'S TWIST, (first pickings) KATE ELIZA pounds, intended for connoisseurs only, and in fact every description of Tobacco generally used.
We also have the POWHATTAN PIPES, which we receive direct on consignment. d2w 6m

MOLASSES.....MOLASSES.....MOLASSES.
SUGAR-HOUSE MOLASSES and GOLDEN SYRUP, from the Hope and Star Steam Refineries, equal to any in the South, for sale in barrels, half-barrels and kegs, in quantities to suit purchasers. Terms liberal.
MOLONY & BRO.,
jel3 2p11—3m No. 38 Poydras street.

SPALDING'S PREPARED GLUE!
SPALDING'S PREPARED GLUE!
SPALDING'S PREPARED GLUE!
Save the Pieces!
ECONOMY! DISPATCH!
☞"A Stitch in Time Saves Nine."☜
As accidents will happen, even in well-regulated families, it is very desirable to have some cheap and convenient way for repairing Furniture, Toys, Crockery, etc.
Spalding's Prepared Glue
Meets all such emergencies, and no household can afford to be without it. It is always ready and up to the sticking point. There is no longer a necessity for limping chairs, splintered crowers, headless dolls, and broken cradles. It is just the article for bone, shell, and other ornamental work, so popular with ladies of refinement and taste.
This admirable preparation is used cold, being chemically held in solution, and possesses all the valuable qualities of the best cabinet-maker's glue. It may be used in the place of ordinary mucilage, being vastly more adhesive.
"USEFUL IN EVERY HOUSE."
N. B.—A Brush accompanies each bottle. Price, 25 cents.
Wholesale Depot, No. 48 Cedar street, New York.
Address HENRY C. SPALDING & CO.,
Box No. 3,600, New York.
Put up for Dealers in Cases containing four, eight, and twelve dozen—a beautiful Lithograph Show-Card accompanying each package.
☞A single bottle of SPALDING'S PREPARED GLUE will save ten times its cost annually to every household.☜
Sold by all prominent Stationers, Druggists, Hardware and Furniture Dealers, Grocers, and Fancy Stores.
Country merchants should make a note of SPALDING'S PREPARED GLUE, when making up their list. It will stand any climate. jel9 1y&W.

STATIONARY STEAM ENGINES—
ALL SIZES, FROM 8 to 16 DIAMETER OF CYLINDER
PORTABLE STEAM ENGINES, from 1½ to 30 horse power.
DRAINING WHEELS, from 12 feet to 30 feet diameter.
DRAINING PUMPS, from 6 to 30 inches in diameter.
Lea & Leavitt's Patent CIRCULAR SAW MILLS, with both iron and wooden frames, with Norcross' Rocker Boxes and Bisam's Patent Eccentric Head Blocks.
Pease's and Page & Chiles's CIRCULAR SAW MILLS.
Mochinge Circular Saw Mills, with Top Saws.
Strauh's Iron Frame CORN and FLOUR MILLS, from 18 to 6 inches diameter.
NEWELL COTTON SCREWS, of 8, 7½, 9 and 11 inches in diameter, by 12 feet long, and geared for either horse or steam power.
SHAFTING, COUPLINGS, PULLIES, STANDS, HANGERS, and Boxes of all sizes.
DOUBLE FLUE BOILERS, 42 inches in diameter, and from 16 to 30 feet long.
CIRCULAR SAWS, up to 72 inches diameter.
DOCTOR ENGINES, of various sizes.
INDIA RUBBER BANDS, of all sizes.
An assortment of all sizes of the above articles generally in store, ready for delivery at the shortest notice, and for sale on the most favorable terms and at the lowest prices.
Every article fully guaranteed.
Full printed Catalogues of prices will be sent to any address by mail.
S. H. GILMAN,
my9 4Wif 70 Gravier street, New Orleans.

COTTON SEED.....COTTON SEED.
I have now on hand a large supply of "Petit Gulf" and "Boyd's Prolific" COTTON SEED, which I can furnish during the season in lots to suit customers.
Planters and others wishing a pure and well selected article of Cotton Seed, would do well to give me a call before purchasing elsewhere.
I have also on hand a full and well assorted stock of GROCERIES, which I am prepared to sell at reasonable prices.
CHAS. E. RAILEY,
Grocer,
jel6 3m 38 Tchoupitoulas street.

HOLMES & CLAUSS, GROCERS AND DEALERS in Western Produce, Nos. 44 New Levee and 41 Tchoupitoulas streets. o26 1y d&w

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WEDNESDAY MORNING, FEBRUARY 22, 1860.

"COLONIES, COMMERCE AND CONQUEST."

An impression is generally abroad, and is perseveringly entertained by many even of the most eminent statesmen and political economists, that England has overreached herself in carrying out her traditional policy of "colonies, commerce and conquest," and has finally got so many irons in the fire that she will not long be able to man the bellows in a way that will keep them all effectually hot for working operations. We find even the New York Herald taking such stand, and sustaining it with arguments the most superficial, for they hinge upon but two propositions of the text, to-wit: the "colonies and the conquest," and leave "commerce" untouched, which it is the saving clause which redeems the other two; for in making conquests and attaching colonies, commerce is the object and the reward of England.

The Herald thinks that the recent advices from England "are full of melancholy instruction and bitter lessons." These advices are to the effect that the Bank of England had been compelled to raise its rate of interest in consequence of the recent enormous shipments of specie to the East to pay the civil and military expenses of the British Power in India. Hence the Herald deduces that distant and expensive colonies, generally and in this instance, are very serious burdens to a mother country, and that England's are gradually drawing her nearer and nearer to the point when the decadence of her empire will begin—in fact, that it has begun already; that she has overtasked herself with and disseminated her strength and wealth among her immense and costly dependencies. Impressions like these as to the condition of England and her colonial relations are current with most, but while wishing to avoid the charge of arrogating superior wisdom, we must confess that they seem to us not only superficial but strikingly erroneous. It is in error to fancy England is less prosperous than ever, for she is richer than ever, and it is an error which is fallen into in consequence of the oversight of confounding the Government of the country with the people.

The Government is always in want of money, and it is true that it is kept so by the expensive colonies and the vast expenditures for the maintenance of the military and naval establishments, but these very causes of the Government's poverty are also the causes of the country's wealth. Such expenditures secured and such expenditures retain for England that mighty commerce which alone constitutes her greatness. During a hundred years and more, she has spent countless millions in creating markets for English merchants and manufacturers, in carrying out her hooted policy of "colonies, commerce and conquest," and she herself now stands the grandest of monuments to vindicate its wisdom. What nation in Europe can compare in wealth, progress and power with the people of that wonderful little island, and yet she owes it all to the policy of "colonies, commerce and conquest," which wise men for a hundred years have continually asserted was suicidal and would work her downfall. Yet the Herald says, "there is no picture presented in the world at the present time so truly pitiable as that of England as the mistress of India!"

Balance-sheets of England's accounts with her various colonies are triumphantly exhibited as conclusive evidence of her unprofitable policy, for they show that the expenses of foreign possessions, with scarcely an exception, exceed the revenues derived. But this is one-sided evidence, altogether, showing all the expenses and but a moiety of the revenue, for they do not exhibit the increase of wealth among the people of the island of Great Britain which is consequent upon the commerce ensured by the possession of these colonies—this taxable home wealth the revenues derived from which should be credited to the account of the colonies. This magnificent home prosperity, the creation of foreign commerce, secured and sustained by public expenditure in acquiring and retaining colonies, running steamship lines and other ways, is ready to respond to any demands for aid which the Government may make upon its subjects.

If the Government needs ten millions to pay the expenses of a colony of which the commerce brings hundreds of millions into the country, ought not the people to be willing and able to furnish it? The people of England are always willing, and can well afford to be. If the Government is "short," though its revenues as well as expenses are enormous, in consequence of its "colonies, commerce and conquest policy," it has only to put its paper for any amount in the market and it is taken up, out of the riches which that policy has brought to the country. Colonies are the great paying institutions of manufacturing empires, costly though they be. If their public revenues are not large, the great reason is, that duties cannot be levied on merchandise from the home country, and just so much is saved to manufacturers and tax-payers who contribute it to the public fund in other ways.

TALK ON 'CHANGE.

The gatherings yesterday on the rue Carondelet were few and far between. The morning opened with a strong south-east wind, which, by-the-bye, was very favorable for inward bound vessels. Shortly after 10 o'clock the rain commenced to fall, and continued at intervals till towards 3 o'clock, thus interfering with out-door transactions. There were, however, transactions in the grand staple. There were very few transactions, either commercial or financial, talked of. There was some talk that the late sales of cotton comprised qualities classed from Middling down; that the factors are holding on to the clean and good cotton to realize higher figures, when the dusty and sandy cotton is out of the way or off of the market. It is the generally received opinion that our port is good for two millions and fifty thousand bales of the staple this year. On those figures there is not much diversity of opinion. We received last year after this time to the 31st of August three hundred and thirty thousand bales. There is not much difference of opinion on the flags about a large yield. The mail yesterday brought the weekly circular of the great oracle of New York, Colonel Wright. The Colonel says in his last review, the 14th instant (concocted, of course, for the Liverpool and Manchester markets) that owing to the heavy receipts at the ports, but more particularly at New Orleans, the estimates range at 4,250,000 bales. The Colonel has again, as last year, been brought to the bull ring. This is confirmed from the fact that in September and October last we placed the minimum growth at 4,250,000 bales, reserving the privilege of enhancing our estimates. The New York operators (some of them cannot tell a cotton stalk when they see it) began to figure away at lower figures than the crop of 1858-'59; in fact, they could tell more about cotton than any one in the South. For the information of all New York, we have to state that the excess in receipts over last year at all the ports up to last evening overtop 550,000 bales, and the intelligence can be forwarded to Liverpool by the Arabia leaving New York next Wednesday, for the benefit of the Manchester Cotton Supply Association; moreover, our planters, factors and cotton growers in general, do not care a straw about the great Cotton Supply Association; that the great South are laughing at my Lord Palmerston and Lord Normandy's movements in Parliament regarding cotton and negro slavery. (Why don't they inquire after their own white slaves?) The fact is just this, Mr. Bull is on the hip regarding the cotton question, and if my Lord Palmerston, with my Lord Morpeth—who has paid us a visit once—will just step on to Carondelet street some pleasant morning, our factors will instil into their minds the beauties of the great cotton trade, and convince them how little they regard and consider their motions and actions in the House of Lords, Great Britain; therefore, we only talk, that cotton is still king in the face of a crop of 4,500,000 bales, of which we shall have some further talk in a day or two.

The arrivals of steamers yesterday were numerous. The receipts of sugar and molasses are increasing, and higher figures are entertained regarding the yield of sugar. It is reduced to a certainty that the yield of molasses is largely over *half* a crop; but it is difficult to ascertain what a full crop means, so that the exact extent of a half crop can be figured out. It was, however, very unfavorable, as regards weather, at the sugar depot yesterday. A day or two of sunshine will create much better humor among the giddet rangers. In the meantime, some of the Rocky Mountain Bears are talking of 225,000 to 240,000 hogsheads; but *quien sabe*, after the severe frost of November last?

The accounts from the mouth of the river are unfavorable. On Sunday last there were only 14½ feet water on the bar of the Southwest Pass. This is presumed to be at extreme low tide, as on Monday 16½ feet were reported. The British ship Spardion, we learn, was taken to sea by two boats of the Eclipse Company the latter part of last week, drawing 18 feet 2 inches. It is a very mysterious channel at that bar of the Southwest Pass. It puzzles the most intelligent and learned engineers; in fact, book learning and science are not wanted at the mouths of the Mississippi river. The mud lumps will not be controlled by science; but the talk is, how is it with about the same stage of water and similar obstructions now as last year at this time that there is so great a difference in the egress and ingress of large vessels? *Quien sabe?* Last year at this time there were between eighty and one hundred sail of vessels detained at the bar. We hope no big ship will get athwart or straddle the bar this season.

The mails came through yesterday as late as due.

THE OPPOSITION PARTY.

Bd. Crescent—Late indications having clearly demonstrated the utter impossibility of effecting a union of the Democracy and the Opposition in Louisiana, with a view to unity of action in the Presidential campaign, it seems to be high time that the Opposition should be taking steps towards organizing its forces on separate ground. It was a patriotic and generous conception, that of those Democrats who were willing to forget and bury the hostilities of the past, that the South might present to her common foes an unbroken front in 1860. But it was only a *dream*. The men who have fixed their heels upon the neck of that once high-spirited party were afraid to risk the security of their exclusive domination even for the salvation of their country. The infusion of Whig and American elements into that subservient organization might have proved to be endowed with an explosive force dangerous to the perpetuity of a certain oligarchy of mutual admirers.

But there is pluck, there is talent, there is patriotism among the fifteen thousand gentlemen who voted the Opposition ticket last November. Shall all those energies lie dormant and inert, when the doctrines of the American people are being elaborated in the crucibles of party conventions? God forbid that the men of the Opposition should fold their arms while others are making ready for battle. We are a minority, but that is a strong, and not an unintelligent minority. Its proud voice *must* and *will* be listened to in November.

In the present perplexing state of public affairs, it is difficult to mark out what course the Opposition should follow. Its multiplied reverses have apparently reserved but one political function to our party: that of acting as a species of balance-wheel in the political mechanism. Let it discharge that duty intelligently, advisedly and, above all, unitedly. It may be that duty will compel us to support the nominee of Charleston. It may be we should yet once more unfurl the old banner and war alone, even without hope of victory. Discord may break up the councils of Charleston and leave the fate of the nation in the people's hands. Let the Opposition reflect upon and be prepared for these contingencies. As a means of attaining that object, it is proposed that the men of the Opposition shall meet in State Convention, for the purpose of taking counsel for the future and shaping the policy of the party. It is with a view of eliciting an expression of opinion on the subject that this communication is addressed to you.

Very respectfully, TERREBONNE.

THE VARIETIES.—To-night Mr. W. H. Briggs, a quiet but most worthy member of the company, who always does agreeably and satisfactorily whatever falls to his lot in a cast, has his benefit and deserves a good house. The interesting drama of "The Marble Heart" is announced for performance, Mr. Briggs taking the part of *Ferdinand Volage*, Mr. Sothern as *Raphael Duchâtel*, Miss Charlotte Thompson as *M'lle. Marco* and Miss Sarah Stevens as *Marie*. The play will be followed by the farce of "My Wife's Dentist," by Mr. Briggs and others of the company.

"THE AMERICAN EAGLE IN DANGER."—Under this head the New York Tribune describes a bogus $10 gold piece, a most dangerous counterfeit, which had been detected at the United States Sub Treasury, having been paid out by the Metropolitan Bank, of that city. The coin stood all the tests of weight, sound, circumference and thickness. On being cut in two, it was found that a genuine coin had been split edgewise, both halves being quite thin, then filled with some whitish metal, and re-milled.

EXECUTIVE CORRESPONDENCE.—Further correspondence between the Governors of Maryland and South Carolina was submitted to the Maryland legislature, on the 11th. Governor Gist, of South Carolina, avers that the resolutions adopted by the State and transmitted to others do not involve a proposition to secede from the Union, but rather a preservation of the federal compact by concerted action on the part of Southern States. The Executive of Maryland is happy to learn the construction intended, but sees no necessity for a Southern convention.

COLLISION AT SEA: — *Vessel Sunk.*—Captain Brewer, of the brig Charles Miller, which arrived at Norfolk on the 10th instant, from Matanzas, reports having come in contact, on Tuesday night, off Chingoteague, with schooner N. Smith, from New York bound to Charleston, by which both vessels were badly damaged, the latter so much so that she settled down and sunk shortly after the collision. The crew were taken off by the brig and landed at Norfolk.

THE WHEAT CROP OF NORTH MISSISSIPPI.—The Holly Springs Herald says the wheat crop of that county is almost an entire failure.

WEATHER IN VICKSBURG.—The Whig of yesterday says:

We have of late been favored with beautiful weather, and yesterday was one of the most lovely days that February has ever brought along. It has given vegetation a new lease of life—nature's carpet has assumed a deep green, and the trees are putting forth their tender buds and fragrant blossoms.

FOR MEMPHIS.—The Memphis and New Orleans packet line mail steamer Eclipse, Capt. H. I. Sparks, leaves this evening at 5 o'clock, connecting with the Memphis and Charleston and Memphis and Ohio Railroads, for all points North, East and West, and with the mail steamer for Nashville and St. Louis. For through tickets, apply to J. H. Fraligh, Agent, Memphis packet office, under the St. Charles Hotel.

DRAUGHTSMAN WANTED.—Mr. Henry Howard, Architect, No. 13 Commercial Place, advertises in another column for a first-rate draughtsman and colorist, as an assistant in his office.

A FINE eligible office is offered for rent by Cuvellier & Peters over the Merchants' Bank. See notice in another column.

WASHINGTON CORRESPONDENCE.

(Special to the New Orleans Crescent.)

WASHINGTON, Feb. 15, 1860.

The Post-Office bill goes back to the Senate, owing to the disagreement on the franking privilege, the amendment for its abolition having been, as was foreseen, rejected in the House by a decisive vote (yeas 60, nays 112). There is reason to doubt whether the Senate was in earnest in proposing to abolish this privilege, especially as the approach of the Presidential campaign is so near, when there is so great a call for the distribution of documents. In any event, it is not supposable that a majority of the members of the House will ever be found rilling to part with such a considerable perquisite, as averages just twice as much for each member as the amount of his salary. The representatives in the popular branch of Congress have always been jealous of their perquisites and pickings, even down to their allowances for extra stationery, etc. The franking privilege is not worse than the monstrous system of mileage; and I may mention, by the way, that the accounts for mileage sadly need overhauling, as they are generally about 33 per cent. in excess over the proper allowance, the Sergeant-at-Arms taking the responsibility of paying members for any distance they may name. I allude to this abuse incidentally; but I have the best reason for knowing that it has been carried on to an extent at the degree and effrontery of which the public might well be startled.

The manifesto of Seward's New York organ, the Courier and Enquirer, in favor of the adhesion of the Republican party to Helperism and Sewardism in preference of all other issues, has excited some interest here. It admonishes Republican members of Congress that Mr. Seward is not to be dropped for Mr. Bates, or any other man who did not fully support the Republican ticket in 1856. Copies of the manifesto have been sent to every member of the party here. There is great difference of opinion here among the representatives of the Republican party, in regard to their candidate for the Presidency, and they have, in fact, descended to squabbling as to whether the claims of Mr. Seward's friends should be admitted at all for any portion of the House patronage. In this respect the fight for the printing spoils is considered of great importance, as Mr. Defrees is the Seward candidate, nominated by a bare majority over Mitchell, the candidate of Bates. The developments of the contest show that the two factions are about equally divided.

Among important bills, of which notice has been given in the House, is one to raise the appropriation to $600,000 for the annual distribution of arms by the Government to the militia of the States. The amount is thought not to be too large, as it would scarcely satisfy the present importunate demand for arms by which officials are now beset. Hitherto the appropriation has only been $200,000. If the volunteer system is worth anything, it certainly deserves the aid of the Government, at least, so far as supplying arms to those who have put themselves in a condition to serve the country in case of need. X.

Allegiance and Expatriation.

Below will be found Secretary Cass' reply to Senator Pugh, of Ohio, involving the case of John Detlefs, Auditor of Columbia county, Ohio, who wishes a passport, and, as the same time to be advised whether he can safely visit his aged mother, in the Duchy Holstein. Detlefs is a native of that country, but came to the United States before he had attained the age of 20 years, and was regularly naturalized in the Court of Common Pleas for Ottawa county, Ohio, on the 10th of May, 1852. Although not subject to military service at the date of his emigration, Detlefs has been pronounced a deserter (in his absence) by the Danish authorities; and is apprehensive that he may be arrested, fined and imprisoned, or compelled to serve as a soldier, in case he should return to his native land:

ANSWER OF MR. CASS.

DEPARTMENT OF STATE, WASHINGTON, February 1, 1860.

Sir:—I have the honor to acknowledge the receipt of your letter, and I enclose for your information an extract of a letter to the Minister of the United States in Berlin, dated July 25th, 1859, which explains the views of this Government concerning the rights of American citizens abroad, and from which it will not depart. It is proper to remark that Mr. Ernst, upon the representations of our Minister, Mr. Wright, was discharged from the service of the Hanoverian Government. You will perceive that, agreeably to the principles laid down in this dispatch to Mr. Wright, Mr. Detlefs owes no military service in Denmark, as he left there before he had been called into the army or navy, and therefore could not rightfully be considered a deserter. We deny that contingent obligations, depending on time or other circumstances for their fulfillment, create any liability on the part of an American naturalized citizen, to which he can be subjected when returning to the country of his birth. A case involving these principles recently occurred in Denmark. Mr. Smidt, a native of that country, but an American naturalized citizen, was forced into the Danish military service in September last. Our Minister at Copenhagen, Mr. Buchanan, immediately remonstrated against this violation of the rights of our countrymen and reported his proceedings to this Department for its consideration. His course was approved, and he was informed that "the President has taken much interest in this case, involving, as it does, the claim of a foreign Government to interfere with the personal security and liberty of so many of our citizens whose interests may require them to return for temporary purposes to the respective countries of which they were once inhabitants."

The Minister of Foreign Affairs of Denmark informed Mr. Buchanan, in answer to his application, that the Government was upon the point of taking the necessary measures for the discharge of Mr. Smidt "as a special and exceptional measure," when it was ascertained that he had already been released from the service in consequence of his place having been supplied by a substitute.

As soon as the necessary descriptive list is received, a passport for Mr. Detlefs will be made out and forwarded to you.

I am, sir, your obedient servant,
LEWIS CASS.

On a recent Sunday morning, in Chicago, Ill., a reverend gentleman delivered a pointed lecture to his congregation, which contained many valuable hints to business men, showing up petty rascalities in trade, with the moral that all this trickery and fraud was "robbing God." At the close of the lecture, one of the oldest and wealthiest citizens of that city, who is very excitable, and when excited is unable to control his emotions, arose and asked, "If I sell a man a load of wheat and it shrinks—he being the loser and I the gainer—am I robbing God?" The minister serenely said: "I will answer the brother another time." The eccentric gentleman remarked: "Well, sir, I would like to know this evening, for I want to leave for Washington early to-morrow morning."

Arrivals at the Hotels Yesterday.

CITY HOTEL.—H Richards, Oregon; Z M Lawrence, M A Peck, Miss; D R Fox and lady, Coast; J F Horton, Mobile; M Prendergrast, Baton Rouge; W P Flynn, C W Garner, W F Hall and lady, La; J C Marshall and lady, La; H Hanson, B Rouge; N L Nelson, W T Sherman, W H Morgan, La; Wm Russell, H L Moore, N Y; B Berry, Pleasanton; G T Dunn, Mississippi; Alex Mollard, W McPherson, A A Hoskowski, B H Harry, H C Barrett, H M Vance, J Rhoad, Miss; J K Jones, Ala; A B Farrar, H B Grant, Ky; J N Bibb, J J McLean and lady, Miss D W Gillis, P Money, F S Davis, J H North, Miss; Dr S Beauchamp, Tex; W A Anderson, Miss; W S Allen, La; J W Anderson, J M Clung, T Foster, P P Pierce, J R Boatman, Tex; J C Whelen, J H Peacock, Va; R R Hirsch, R G Commissions Mobile; B Perry Plaquemine; L Redfield Beauvilde; S S Milling, S C; Ky Robb, W Covington, Miss; J T Mathews, Ky; A L Stanton, Tenn; J M Woodward, N C; Mrs Hardesty, Miss Hardesty, Miss Sloan, La; W Hunter; G Goff; A D Sackett, J T Hall, John Lee, La; R G Redwood, Miss; F Armstrong, Mobile; D F Allen, La; Col S A Alexander, Ky; J C Hill, N Y; S A Pickens, W H Hibb, Miss H Hibb, Misses M S and S S Hibb, Miss J Holmes Georgia; J L Lock, E J Cupell, R W H Parker, A L Webster, Ky; J Hunter, Va; R Atkinson, Tex; H K Richardson, W S Warren, G M Hibbler, Texas; S W Chappel, Tex; W A Perrin, J T Connoley, London.

ST. LOUIS HOTEL.—E P Morehead, La; Dr L F Moreland, St. Louis; S C Morris, Baton Rouge; R R Peebles, La; F D Allison, Wm Markham, Mrs Z Boyle, Baton Rouge; W L B Lawrence and lady, Tenn; C Parker, B Wilson, Ohio; G A Mahoney and lady, S J Mason, Mobile; Miss Watts, Miss Marston, Miss Comstock, E Fellows; H D Kane, La; R Simms, R G Smith, J C Berry, J Goeder, St. Louis; T S King and lady, Ark; J M Lawrence, Pa; N C Dr J P Shar, Miss; J Snell, Coast; Dr M Martin, St Louis; R S Gay, F J Gray, F Lyons, La; Dr J L Mottomack, W J Mottomack, Accomac; R W Martin, La; G C Rayland, Ga; W L Beauchamp, D B Beauchamp, Tex; Dr D R Fox and lady, Coast; J H Caldwell, Geo Whiteman, La.

ST. CHARLES HOTEL.—D H Hicks, J Tidwell, Dr O Hamilton, Ala; A Green, Miss; Miss L Hamilton, Miss M Hamilton, Tenn; J F Hull, S P Jones, W Dunie, Miss H Cartright, Miss; Miss Barbour, Va; N Venables, Alex; J B White, Miss; W Webb Pierce; B F Sims, W A Jackson, J W Ward, D H Ward, Thos Ward, Thos Balfe, Ala; G W P Coates, Baltimore.

Local Intelligence.

BOARD OF ALDERMEN.—This Board failed to hold its regular meeting last evening, no quorum being present.

YESTERDAY was a special and extraordinary Mardi-gras. Few such days have been seen in New Orleans.

Bad weather threatened the day early in the morning. The wind was strong and the clouds thick. But as the weather was not cold or particularly wet, the usual thousands of boys, rowdyish men and abandoned females, appeared on the streets in an infinitude of costumes, rich, middling, cheap and tawdy, in many cases reversing the sexes, and filling the streets with such torrents of the scandalous, the grotesque and the funny, that it verily appeared as if Pandemonium had broke loose.

The most opulent class of the *demi-monde* flew around in carriages; whole groups of the middling class of harlots and rowdies were in carts and furniture cars; the lowest class, the dirtiest dregs of the city, footed it, to the mirth of the unthinking multitudes, and doubtless to their own hearty satisfaction. As for the boys, (whom we do not include in the above category) every other boy was either a nigger, an Indian, a harlequin, or a sailor.

Toward noon that invisible but important personage, generally designated as the "clerk of the weather," began to show that he, too, was out on a Mardi-gras spree. His breath was a gale; his offering was a deluge of rain; his eyes were flashes of lightning; and his voice was the most stunning of thunder, cracking terribly after each fearful flash, and dying away into a dull roar, as of distant artillery.

Soon the streets were depopulated, and half-drenched harlequins, niggers, kings and Indians sought the friendly shelter of the groggeries and groceries, and the street awnings. The storm was fierce enough, but at about 1 o'clock it assumed the dimensions almost of a tornado.

The torrents of rain, falling slantingly in the gale, fairly scrubbed the streets, and rebounded in a mist which looked like smoke, forbidding vision for more than a square or so. Shutters and swinging signs banged and flopped, and often went flying like leaves in the tempest. Old fences went down like rotten paper; ancient tender sheds gave up their occupation; slates, ripped from roofs, flew about like specks in the mist of the storm; the havoc among light things was of the wholesale description. The streets were flooded into rivers, and it was long after the storm before "the rushing of the waters" had so far subsided as to render the streets decently passable.

We heard of no very serious damage being done to any buildings in the city. We may mention that St. Louis Cathedral acknowledged the storm, and shed its slates over the neighborhood far and near.

On the river, which for the time was almost a raging sea, the damage was considerable. The six or seven miles of ships, steamboats and other craft which line the levee, were badly jostled. Ships were damaged; steamboats lost their chimneys, and there was a considerable spanging of hawsers, resulting in some of the vessels going adrift. So far as we could ascertain, with the assistance of our marine news reporter, the following was what happened along the levee:

The storm occasioned considerable damage amongst the vessels at the levee. The steamer John Walsh broke loose from her mooring, at the foot of Girod street, and drifted down to Post 47, Third District, where she ran afoul of the British ship Lady Sale, striking her on the bow, which caused her to slew around and come in contact with the jibboom of the British ship Sardinian, which broke off her mizzen-mast close to the deck.

The Lady Sale sustained considerable other damage; her figure-head and cut-water being knocked to one side.

The steamer Eclipse broke loose and drifted down some distance, coming in contact with the shipping. She had her bow stove in, also the stern of her cabin; and the starboard wheel-house was considerably damaged. The steamer Atlantic had her chimneys blown down, and her starboard guards were badly stove in. Her damage will probably amount to about $3000.

The steamer City of Memphis had her chimneys blown overboard, her hurricane roof and starboard guard stove in and otherwise damaged. The damage sustained by her will probably amount to $2500.

The steamer Flying Cloud's chimneys were blown down. She was not damaged much otherwise. Damage probably $1500.

The steamer Scotland had her hurricane roof stove in on the larboard side. Damage about $300 or $400.

The steamer Henry Chouteau had her larboard guard damaged by the falling of the Flying Cloud's chimney.

The steamer Emerald lost her chimneys overboard, and had her hurricane deck and guards damaged. Damage about $1500.

The steamer Grosse Tete was on her way down and was struck by the wind when about opposite the foot of Girod street. The gale carried away her chimneys, but did no other damage. Loss probably $500.

The steamers Pocahontas, Selma, Belle Gates and Editor, lying at Algiers, had their chimneys blown down and were otherwise damaged.

The steamers Algerine and Relief, belonging to the Canal Street Ferry Company, were lying near the steamer Selma at the time. The falling of the Selma's chimneys knocked down those of the Algerine and also stove in the greater part of her cabin. The Relief's chimneys were knocked down by those of the Algerine. But she sustained no other damage.

The ship Creole was blown loose from Post 16, First District, and drifted to the Slaughter-house point. She lost her chain and anchor; main-top gallant mast; stove her bulwarks, and sustained other damage.

It was rumored that the engineer of the steamer Relief was killed, and that three men were blown off the Eclipse and drowned. We heard other rumors of life lost; but as we have not positive information in any case, we hope and believe that these rumors were idle. It was positively stated that several men were blown overboard, but swam ashore.

Dobbs, during his first session as a member of the Legislature was caught without a speech. He was remarkable for his modesty and his thirst for "red eye."

One unlucky day, the proceedings being rather dull, and Dobbs being rather thirsty, he concluded to go over to the hotel and take a drink. As Dobbs rose to leave the hall, he caught the Speaker's eye. The Speaker supposed he intended to address the House, and announced in a loud voice, "Mr. Dobbs."

Dobbs started as if he had been shot. The assembled wisdom of the State had their eyes fixed upon him. He pulled out his pocket-handkerchief to wipe away the perspiration, and feeling it necessary to say something, he blundered out:

"Second the motion!"

"There is no motion before the House," said the Speaker.

"Then I—I."

The silence was breathless.

"I."

Dobbs could not think of anything to say. But a bright idea came to him, and he finished with—

"I move to adjourn."

The motion didn't go, but Dobbs did, and nothing more was seen of him that day.

"We see," said Swift, in one of his most sarcastic moods, "what God Almighty thinks of riches by the people to whom he gives them." There is truth in the sarcasm; but what noble exceptions we can find!

BROKERAGE SALES OF MERCHANDISE.—We ask the attention of the trade to the advertisement of Mr. Wm. Crawford, the extensively operating merchandise broker, who offers for sale large lots of raisins, ale, porter, wines, brandies, whiskies, tobacco, etc., on all of which he will give favorable terms.

CREDIT SALE.—We call the attention of the trade to the sale of ingrain carpets, hoop-skirts, dry goods, etc., to take place this day at 10 o'clock A. M., at Hooks and Lemmon's auction rooms, No. 62 Chartres street. Terms at sale.

Crossing the Desert.

Russell, in "My Diary in India," gives his impressions of the desert as follows:

The desert on which we debouched from the rich oasis of Cairo, even now a glorious mass of green, resembles the bed of some deep sea; not level and smooth, but corrugated; tossed into mountains and reefs of sand, seamed with shallow ravines, and inclosing in the sweep of the sand-hill immense plains, covered with a glistening, even coat of circular and oval stones, varying in size from a nine-pound shot to a grape. How they shine in the sun! flashing back its rays from their polished sides, so that, at times, where the plain stretches far away to the tumult on the horizon, it is scarce possible to believe that it is not a dancing, sparkling sea which is bounding by the side of the railway. This effect is increased by the waving lines of the rarified air, which gives to the verge of the great circle of desolation all the appearance of a rough and rapid tideway. No pen can describe, no pencil convey the real sentiment of "the desert." We watch, with the profoundest interest, a string of camels, mere specks in the distance, which, under the charge of two Arabs, are plowing their way over the sand-hills toward the horizon, on which stands a solitary date-tree.

With some such feelings might the men of the early world have beheld the first bark bearing the *robur et ces triplex* of his framers toward the ocean wall, which would hide it from their sight. The sense of indefinite space is first impressed on one by that which is, we know, definite enough in actuality. But somehow or other the sea is bounded, in our notions. We see it marked out in maps, and rounded off in terrestrial globes, so that its vastness is destroyed; but none of us can tell where this great desert ends, where are its bounds, how far it pushes its sandy waves into the heart of the continent. Sir Roderick Murchison may know; Burton may be able to tell us all about it; but it is not profitable to remove the feeling of immensity, of vagueness, and of barren grandeur and primeval antiquity, which is produced by the sight of the desert wherein the patriarchs wandered, and where the legions of Cambyses found nameless cemeteries. To me there is no sense of barrenness produced by the sea—the desert's first effect is productive of the sensation of a world destroyed—of barrenness, waste and lifelessness.

Blanched bones of camels lie in dull whiteness on the sands. Not a bird flies the hot, silent air. Stones and sand, and sand and stones are all and everything and everywhere, stretched out dead and hard under the blue sky and the relentless sun. The rail which conveys us through this desolation is single, and the line is said by English engineers to be very badly made, as the French engineers who laid it out, took it over a ridge 1100 feet high, instead of following a low level near the river, which would have greatly diminished expense and cost of working. The water and coal for the engines has to be carried by the trains out to the various stations. So they are like commissariat animals in a barren country, which have to carry their own fodder and dimin