LOUISIANA STEAM CLOTHING MANUFACTORY,
155.....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 manufactories 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 eminently Southern enterprise, and solicit their orders, which shall receive immediate attention.

ja15 6m HEBRARD & CO.

CORONA DE CABARGA, THE WELL KNOWN
REGALIA DEL REY.

Havana, December 30, 1859.

José Domingo, Esq., New Orleans:

Dear Sir: We authorize you by this letter to inform the public that you are the Sole Agent in your city for our brand of Cigars known as CORONA.

Yours, truly, ANT. CABARGA & CO.

José Domingo,
IMPORTER OF HAVANA CIGARS,
No. 18 CUSTOMHOUSE STREET,

Has always on hand a large and well-assorted stock, to which he calls the attention of purchasers. The choicest brands for which his house has always been celebrated, can always be found there: PARTAGAS, CABANAS, INTIMIDAD, the well-known REGALIA DEL REY DE CABARGA, the CINTO DE ORION, REDOWA, RIFLE, and the new brand, EL GARIBALDI. Also, 2000 pounds PICADURA, received per steamship Habana.

Mr. DOMINGO would respectfully call the attention of the public to the following letter:

Mr. José Domingo, New Orleans: My Dear Friend—I authorize you to make it known to the public, if you think it needed, that you are the only importer in New Orleans of my brands El Cinto de Orion, Redowa and Rifle. In proof whereof I sign the present, in the city of Havana, this 20th October, 1859.

fe29 1m [Signed] JAYME ODDINA.

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. E. 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.
Westenholm's " " "
W. & S. Butcher's TABLE CUTLERY.
Eley's Double Water-proof PERCUSSION CAPS.
Cox's Metal Lined " "
Genuine French G. D. " "
800,000 French GUN WADS—best article imported—Nos. 11 to 15.
18 cases VIOLINS, PLUTINAS and ACCORDEONS, English, 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.
☞ Our 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.
fe14 1m E. R. STEVENS & CO.

THE FARINA COLOGNE WATER—
DIRECT IMPORTATION.

The undersigned, sole representative for the United States, the Canadas and West Indies, of the justly celebrated house of
JOHN CHARLES FARINA,
has authorized Messrs. C. T. BUDDECKE & CO., of this city, to receive orders for the importation of the above genuine article, put up in all the different styles in wicker, plain bottles, etc.
HENRY ROESERG,
Of the firm of JOHN CHARLES FARINA,
Cologne, Prussia.
☞ Orders intrusted to us for the house of J. C. Farina, will have prompt attention, and be executed at the same rates and prices as if forwarded direct to Cologne.
C. T. BUDDECKE & CO.,
fe3 2m No. 21 Common street.

FAMILY GROCERY, CORNER OF COMMON and Carondelet streets.

It has been my desire to excel in the quality of BUTTER furnished to my customers, and the patronage I have acquired in the last fourteen years is proof of success.

My TEAS, being selected by an acknowledged judge, in New York, will be found to be choice.

The stock of the store is changed many times during the year and is therefore fresh. A full assortment constantly coming in, bought and to be sold for cash.

Country orders solicited, to which prompt attention will be paid. Terms, cash or city acceptance.

H. H. HEDDEN,
n26 6m corner Common and Carondelet sts., New Orleans.

PLOWS.....PLOWS.....PLOWS.

1200 King's Carey PLOWS, assorted sizes.
1600 Hall & Spear's Cast Valley PLOWS.
1500 " " Wrought Foreock PLOWS.
1000 Ball's PLOWS, assorted.
1000 Avery's " " "
1000 Chase's Calhoun PLOWS.
1200 Garret & Colman's celebrated Steel Rover do.
150 Nourse, Mason & Co.'s Steel PLOWS.
1000 Mayher's Cast PLOWS.
UNIVERSAL PLOWS,
Together with a general assortment of—
Agricultural Implements,
—Consisting of—
GRAIN CRADLES,
FANNING MILLS,
CORN SHELLERS,
STRAW CUTTERS,
ROAD SCRAPERS,
etc., etc., etc.
—Also—
A full assortment of Slocomb's PREMIUM AXES and EDGE TOOLS, which were awarded the Silver Medals at the late Fair at Jackson, Miss. For sale by
C. H. SLOCOMB & CO.,
d9 4m 67 Canal street,
And 56 to 58 mesne st.

NEW ORLEANS MUTUAL INSURANCE COMPANY—No. 111 CANAL STREET.

Capital Subscribed.....$411,500.

DIRECTORS:
Alphonse Mittenberger, J. B. Gribble,
A. Rochereau, P. O. Noblom,
H. M. Wright, A. Reichard,
L. Millaudon, G. Sabatier,
O. Lanve, S. M. Darby,
J. M. Basualdo, J. Teyes.

This Company, successors to the New Orleans Insurance Company, insure against the Loss and Damage by Fire, the Perils of the Seas and Rivers, at the current rates of premium.
J. TUYES, President.
J. W. HINCKS, Secretary. e22 3awdm

A. CUCULLU. A. N. D'MEZA.
CUCULLU & D'MEZA, DEALERS IN SUGARS AND MOLASSES,
—And—
Importers of Havana Produce AND CIGARS,
OFFICE—No. 8 ST. LOUIS STREET.
Constantly on hand, in lots to suit purchasers, Sugars and Molasses, at the lowest market rates. Also, Havana Cigars, of the most select and choicest brands, and Havana Produce generally.
CUCULLU & D'MEZA.
n2 2y41—6m

NEW ORLEANS DAILY CRESCENT.

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New Orleans Daily Crescent.

THURSDAY MORNING, MARCH 15, 1860.

THE PACIFIC RAILROAD BILL.

All who have given any thought to the matter, must recognize that the pen of the American journalist, no matter in what section of the Union he be resident, cannot be devoted to a more important subject than in urging the passage of the great bill now pending in the Congress of the United States. The passage of that bill will secure and bind to the body of the Union our flourishing Pacific possessions; its defeat will weaken their allegiance to a remote Government, which seems willing to do so little for them, and will stimulate the feeling of discontent which is now getting abroad among their people, who feel how useless and even embarrassing is their connection with a Government which, while it does little for them, prevents their taking action to help themselves. They are of another hemisphere, as it were, and yet are controlled by the same edicts of international law and foreign relations as are the States on this side of the globe. In these modern ages of the world, distance is not measured by space, but by time, and this measurement puts the Pacific States at the antipodes of the Atlantic. They are as if possessions in Eastern Asia. As time measures distance, so is the latter in effect decreased just in proportion as rapidity of communication is attained, and by so much as time is shortened, by so much are we more closely identified with our brethren of the farther West. It is due at once to justice and to interest that the central government should aid, by all means, a measure for the relief of its far-off citizens and the advantage of those near—and these latter are all men who feel an interest in the national welfare, no matter in what Northern or Southern State they reside.

The bill before Congress provides aid for two routes, one a Northern and the other a Southern. It is eminently a national measure, and there is not a member from any section who could find a sufficient pretext for opposing its passage. Members from the South who oppose the bill will practise a very short-sighted and injurious policy however much they may be unwilling to aid a Northern route, for a bill to aid the Southern line cannot be got through unless it is saddled with a provision of equal benefit to the former. It is far from being unlikely that the present is the last session of Congress which will afford a chance of getting through a bill affording aid to a Southern route on any conditions, for it is not impossible that another Congress may show a Northern and Western majority so strong as to be able to take action to cause the construction of a Northern route only, unceremoniously throwing the Southern route quite overboard. Now, then, is the time, the hopeful and auspicious time for Congressional action. The North and the South are alike alive to the importance of the matter, and neither can secure its end without the aid of the other. There is little occasion for sectional jealousy in this affair, for the routes are far removed and there is abundance of business for both, and there will be abundance of business for the Tehuantepec route in departments of freight and travel with which trans-continental railroads across U. S. Territory can never compete, and Louisiana members need not be affected by any Tehuantepec influences. That interest stands upon its own proper bottom, which is quite sufficient for its own stability and eventual prosperity. It is not in conflict with railroads in the States. It is the most convenient cut across the central peninsula, and it will be forever, if the Northern continent were gridironed by a hundred tracks.

And we have a word to say to the Congressional delegation of Louisiana especially, as the particular representatives of her citizens. Every argument at large in behalf of the bill is as cogent in its application to them as to others; but there are also peculiar reasons why they should be in the front rank of its advocates. These reasons are not alone that the Atlantic and Pacific road will have its terminus in Louisiana, and will be like another Mississippi discharging its treasures into her lap, but her citizens already have a large direct, material interest in the enterprise. They invested and paid in their money, and have a legitimate property right to be looked after in Congress by their representative agents there. The five hundred stockholders of New Orleans alone paid in to the Southern Pacific Railroad Company between three and four hundred thousand dollars in cash, and it is due them that no effort should be spared by our delegation in urging the passage of the bill. These arguments are backed by a justice and propriety equal to those of the more general claims of the bill to favor; but we do not give them any prominence, for their weight and magnitude have less extended bearing upon the subject. The advancing of them, indeed, seems unnecessary, for if those do not exercise a controlling force with members, it cannot reasonably be hoped that these or any others will.

While the member of Congress from any State should advocate the bill because it is for the benefit of the whole country, and especially of the hundreds of thousands of citizens on the Pacific who are absolutely suffering for the accomplishment of its object; because it is an act of true governmental economy which will soon repay its cost into the treasury; because it is a great national scheme for development of empire in which all should feel patriotic pride—while every member should confess the force of these claims upon his favor, the member from Louisiana should acknowledge not only the potency of all, but in addition those arising from his citizenship of this peculiarly interested Commonwealth and the wishes of his constituency.

TALK ON 'CHANGE.

It was rather quiet on rue Carondelet yesterday. The intelligence brought by the North American has been freely discussed, but being half-weekly advices, something on the militia order, (not regular) they are not considered as being entitled to that consideration that the full week's details receive. The Asia of the 3d will be at New York tomorrow. In the meantime, the political advices by the North American are just of that enlivening nature to keep up something of a long talk. In common with a good many others, we should like to know what Mr. Napoleon the Third is about? He appears to be very quiet, perhaps lying low for a short time to make another grand *coup d'etat*. The dispatches by the Nova Scotian came heralded, as it were, with flaming words, "change in the British Ministry;" but not a line do we discover in the sixteen paragraphs that a change has taken place, or likely to take place. The last paragraph says, that it is "reported" Mr. Bright will be appointed Postmaster-General. Generally speaking, the habitués of our flags were no better informed of affairs over the water yesterday than they were the day before, as it was talked about the arrival of the Nova Scotian was known to some few the evening previous, that is, in advance of the dispatches to the papers. No one can ascertain what cyphers convey but the parties to whom they are addressed. The talk was prolonged, and, of course, the King was brought up, or his movements. Parties in New York are writing their correspondents here under dates of the 1st to the 8th instant, that they are astounded at the receipts at this port; they don't know what to make of it. These parties—perhaps they may have a few thousand bales *en route* for Europe—could not have read the Crescent regularly. We will now refer them to our files in the early part of last October. At that time we predicted and assumed the quantity to be received at this port would be 2,000,000 bales. We are not receiving it in any greater quantities than we expected. Our figures (2,000,000) are recorded several times in October. Although from present indications these figures will be under the mark, yet they are nothing more than showing the great producing qualities of the great Southwest, and the immense resources which a great and yearly increasing country can wield, of which our good city is the emporium, and its influence and high position so forcibly developing from day to day, month after month, followed by each reverting year.

In our last talk we gave the figures at light up to the 13th. Yesterday we received the full week's receipts at Charleston, and the receipts at our levee being very free for the season, we now revise our table, so as to relieve in part the talk of that interminable 4¼, that steady 4½, that ever-going 4¼.

The great question stood last evening as follows:

	Bales.
Receipts proper at New Orleans to last evening	1,894,357
" " Mobile to March 12	720,202
" " Savannah to March 10	436,106
" " Charleston to March 9	425,787
" " Florida ports in all	144,991
" " Texas ports	156,668
" " Virginia and North Carolina ports	71,101
	3,850,996
Overland shipments	91,210
	3,940,206
At inland towns	197,200
Total bales at light	4,137,406

There was some talk about freights. The general market appears to be very steady at ⅛d. for Liverpool. Large vessels do not appear to be so much in favor for immediate dispatch, on account of the lumps of mud at the mouths of the river. There are about thirty vessels now detained inward and outward at the mouths of the river, most of them being kettle-bottomed vessels, built for cotton freighting; in fact, for the purpose of taking the contents of a good-sized warehouse for one cargo. The inquiry is made, if the contractors for the clearing out the channels made last summer, that is, to absorb the $70,000, are at work? Not being in possession of that desired information, we can only refer to the contractors themselves; they reside in Algiers. The work, as performed, was not accepted by the government. In the meantime, vessels are working in and out daily, and obstructions and detentions are far, very far, from being as bad as last year. The old Mississippi is not going to close up yet. In the meantime, the inquiry is made regarding the Southeastern Railroad or the Lake Borgne. It is hoped the public will take it in hand and complete it at once.

The mail via Mobile arrived at a very late hour yesterday, somewhere after 3 P. M. The boat being too large, or having too heavy a load for the channel, rested a few hours off Pass Christian. The mails via Mobile are losing all interest, as Charleston papers, with papers Northward, are received over the Jackson Railroad in three days. A new boat, the Pamlico, we learn, is on the way for the trade in Lake Pontchartrain—to Madisonville—presumed to be owned by the old company, who are so very "friendly" to competition, and do not keep extra boats in case of necessity, but qualify their proposals to transport passengers, weather permitting or wood giving out.

Later from Vera Cruz.

Lieut. Carter, of the U. S. sloop-of-war Savannah, arrived here last night on the Star of the West. From him we have the following items of news from Vera Cruz: Lieut. Carter left Vera Cruz on the 3d inst., on the British mail steamer Teviot for Havana, where he took passage on the Star of the West. He brings with him dispatches from the U. S. vessels at Vera Cruz. Gen. Miramon was encamped with the main body of his forces about four miles from Vera Cruz, and the remainder were within eight miles of the city. The Liberals had abandoned the city of Alvarado, which they dismantled of its armaments, taking them to Vera Cruz. The commander of H. B. M. vessels at Vera Cruz, Capt. Auldam, had been out to see Miramon, but the result of his interview had not been made public. Capt. Turner, of the U. S. forces, also went out to see Miramon, but had not returned up to the time Lieut. Carter left. His object was to ascertain what course Miramon intended to pursue towards the American residents of Vera Cruz, in case he should succeed in capturing the city. The steamship Indianola had been chartered by the Juarez Government, and they were arming her to protect the coast in case of a demonstration on the part of the expedition from Havana. A schooner sailed from Havana on the 10th, laden with provisions for the expedition. A steam Spanish frigate and a side wheel war steamer left Havana on the 10th for Vera Cruz. The U.S. sloops-of-war Savannah, Capt. Tarcis, Prebble, Capt. Jenkins, and Saratoga, Capt. Turner, were anchored under the castle at Vera Cruz. It was supposed that Miramon would not attack the city. The Liberals feel confident of defeating him in case he does attack them. Lieut. Carter returns home sick.

Later from Havana.

ARRIVAL OF THE STEAMSHIP STAR OF THE WEST.

The United States Mail steamship Star of the West, Capt. McGowan, left New York at 10 o'clock on the morning of the 4th; arrived at Havana on the afternoon of the 10th, and sailed for New Orleans the following morning, at half-past eight o'clock.

She brings one hundred passengers and a heavy freight from New York. Also, $100,000 in specie from California and the Isthmus.

Havanna was healthy.

Sugars Market dull, and sales limited; numbers 11 and 12 8½ to 9 reals. Stock—135,000 boxes against 180,000 and 120,000 corresponding dates 1859 and 1858.

Exchanges on London, 13 to 13¾ prem; New York, 2½ to 3 prem; New Orleans, 4 to 4½ prem.; Mexican dollars on shipboard, 7½ prem.

The steamship North Star, Capt. Jones, with the California mail and passengers, left Havana for New York on the 10th, at 5 P. M.

The steamer Habana, Capt. McConnel, arrived at Havana on the morning of the 10th, at 10:30 A. M.

March 12th, at 2:30 P. M., latitude 25° 44' N., longitude 85° 10' W., passed steamship DeSoto hence for New York.

March 13th, at 7 A. M., latitude 27° 55' N., longitude 87° 40' W., exchanged colors with a ship having painted ports, bound S. E., showing a red signal with white diamond in center.

The following are her list of passengers:

E DaCostonly, John S Garretson, Udolpha Wolf and daughter, Miss Van Schoonhoven, Mr Knight and wife, C F Smith, O Oliver, C Dennis, Mr Gusvey and lady, H Baldwin, J G Witts, F S Gilbert, F T Geary, M Heidy and lady, Campbell Minnell Troupe, thirteen in all, W Wren, John Walden, S N Brown, Mr Christal, A Fernandez, G Eliot, A Lawrence, H Clarissa Mathieds, I W Ross, Lieut Gaston, U. S. N., Leander Marlin and wife, J D Blair, T J Jenkins, J L Simpson, N P Berry, Miss W A Nell, F F Pinnember and brother, W H Bigbee, sister and child, W C McCure, Nelson Mann and wife, S Roberts, E Maurice, S W Eddy, Julius Euler, J S Comm, H Johnson and wife, Mrs Coakley and child, D R May.

A farmer in Strathmore being invited to dine at Belmont, had the precaution to ask the butler if there was any particular ceremony to be observed at the table, and was told there was only one thing his lord and lady disliked, and that was the drinking of their healths. The good man determined to be on his good behavior; so when raising the wine to his lips he called out; "Here's to a' the company's gude health, except my Lord Privy Seal and Lady Betty Mackenzie."

[Dean Ramsay's Reminiscences.

In Duxbury, Massachusetts, lived Bill Hoeboy, as he was called, the ugliest looking loafer that the town ever had. Bill got awakened in a time of great religious excitement, and one day at a crowded meeting, when the people were standing around the windows, unable to get in the house, was telling his experience. "My friends," said Bill, "for fifty years I have carried the devil on my shoulders." At this a voice in the window cried out: "If he had looked you in the face he would have dropped off in a hurry!" Bill was bothered, and reserved his speech for another occasion.

Did the man who ploughed the sea, and afterwards planted his foot on his native soil, ever harvest the crops.

TELEGRAPHED TO THE NEW ORLEANS CRESCENT.

ADDITIONAL NEWS FROM EUROPE.

BRITISH PARLIAMENTARY PROCEEDINGS.

A STEAMER AND FIFTY LIVES LOST.

The London Times Suppressed in Austria.

LATER FROM CHINA AND JAPAN.

COMMERCIAL INTELLIGENCE.

[BY THE NATIONAL LINE.]

PORTLAND, March 14.—The London journals, by the North American, contain detailed accounts of a spirited debate in the British Parliament upon the annexation of Savoy and Nice to France.

In the House of Commons, Mr. Kinglake moved that the Minister of Foreign Affairs be requested to lay before them the correspondence which had passed between the English, French and Sardinian Governments, in relation to the annexation of Savoy and Nice to France.

Peel, in seconding the motion, took occasion to denounce, in strong terms, the policy and ambitious designs of the Emperor Napoleon.

Lord John Russell responded that he would immediately produce the papers, but at the same time he deprecated the discussion of the subject at the present time.

The motion was agreed to by a large majority.

The title of Knight has been granted to Capt. McClintock.

The Telegraph line connecting the Isthmus of Suez with India has been completed, and is now in working order between Alexandria and Calcutta.

The Atlantic Telegraph Company have secured subscriptions to their stock to the amount of £70,000, for the purpose of supplying the necessary additional cable that will be required to repair the old one, which is to be taken up and examined, (perhaps).

The total amount expended thus far in the construction and laying of the Atlantic cable is £466,358.

Arrests, imprisonments and transportation continue unabated in Venetia, and a new more economical mode of punishment has now been devised.

The Governor of Venetia has issued a circular declaring that all persons hostile in opinion to the Austrian government will be compelled to serve in the militia.

The whole Spanish press are violently attacking England for the course the latter has adopted towards the Pope, as well as upon the Morocco question.

The most bitter denunciations are hurled without stint against Lord Palmerston and Lord John Russell.

Later advices from Shanghai state that a Dutch war-steamer had been boarded and captured by pirates in the Chinese sea. The pirates killed seven officers and forty men, and after robbing the vessel of everything valuable, run her ashore.

At last accounts, the United States war-steamer Hartford was at Hong Kong.

The United States steam frigate Powhattan was still at Japan.

A telegram from Shanghai states that advices had been received from Japan to the effect that the ports of Swatow and Kiawan had been opened to foreign trade.

The check upon business, growing out of the recent difficulties, continued and affairs were generally unchanged, but it was hoped that the firm attitude assumed by the American and British Consuls would soon reassure the Japanese Government.

The steamer Louis, bound from Marseilles to some other port in the Mediterranean, foundered at sea and is a total loss. A large number of passengers were on board, fifty of whom were drowned.

The Austrian Government has issued a decree suppressing the circulation of the London Times in any portion of the Empire, owing to its course on the Italian question.

LIVERPOOL, Feb. 29.—The Breadstuffs market generally closed quiet.

Richardson, Spence & Co. report Flour closed quiet at 28s. 6d. to 24s.

American Flour was dull, but closed steady.

Indian Corn (yellow) 33s. to 33s. 6d.

Bigland, Athya & Co. report Beef closed steady and Pork steady and quiet at previous quotations.

Lard closed firm and all qualities have slightly advanced. Good qualities are quoted at 60s. to 60s. 6d.

The Sugar market has somewhat improved in tone since the sailing of the Niagara, and closed firm.

Coffee closed steady, prices being generally well sustained.

LONDON, February 29.—The London Breadstuffs market generally closed firm.

Baring Brothers & Co. quote white Wheat at 46@48s.; red 44@46s.

Flour closed firm; prices ranging from 22 to 26s.

Tea had declined 6d.

Polar Whalebone is quoted at 28s. 6d.

American securities remained generally unchanged.

PARIS, Feb. 29.—The French Provision market evinces increasing activity, and the prices of most descriptions have an advancing tendency.

FURTHER BY THE NORTH AMERICAN.

PORTLAND, March 14.—The mails by the North American were forwarded to Boston this morning.

A severe gale on the coast of England had caused much damage to shipping.

The ship Robert Mills, from Liverpool, bound to Galveston, was totally wrecked near Holyhead on the 27th. No lives were lost. The cargo was mostly saved in a damaged state.

The ship New Empire, from Mobile, bound for Clyde, put into Troon bay on the 24th, having encountered a heavy gale, which made it necessary for her to cut away her masts.

The Georgian, from Liverpool, bound for New Orleans, encountered a gale, and had to put back.

Mr. Thouvenel, the French Foreign Minister, in a dispatch in reply to Count Rechberg, says that France will consent to a less radical combination than that proposed for the dismemberment of the States of the Church, provided the principle of strict non-interference be maintained on the part of Austria.

The Russian Ambassador at Turin had cautioned Count Cavour to be careful about the annexation of Central Italy to Piedmont, intimating that Russia might interpose grave objections.

It is reported that in consequence of and in accordance with the advice of France, all projects with reference to Central Italy will be abandoned by the Sardinian Government for the present.

The Spanish squadron had bombarded the Morocco ports of Lavacne and Concilla. It is also reported in Madrid that the town of Rabbatt had been bombarded.

LIVERPOOL, Thursday March 1.—(Via Queenstown.—The sales of Cotton for two days—Wednesday and Thursday—amounted to 15,000 bales sold during the five days since the departure of the Niagara.

Of the 15,000 sold on Wednesday and Thursday, 3000 were taken by speculators and exporters.

The market closed dull. The decline is chiefly on inferior qualities of Cotton; a slight decline, has, however, taken place on all qualities.

LONDON, Thursday, March 1, P. M.—The funds evince more steadiness. Consols remain unchanged.

DOMESTIC INTELLIGENCE.

Louisiana Legislature.

BATON ROUGE, March 14.—*Morning Session of the Senate.*—In the Senate to-day Mr. Pearce offered a resolution instructing the Committee on Finance to call upon the Governor to enquire into the existence of certain State bonds now in his possession.

Mr. Taylor, from the Committee on Finance, reported favorably on the bill relative to the Charity Hospital, of New Orleans.

The following bills were passed:

The bill to incorporate the Jefferson College, of St. James.

A bill for the relief of the Pontchartrain Railroad Company, of New Orleans.

The bill granting a compensation to the Secretary of the Board of Currency for his services as Secretary and Clerk.

The Committee on Finance destroyed by fire certain State bonds, dated under the term of Governor Hebert, and lately in the hands of the present Governor.

The Clay Monumental Association bill was lost by a vote of ten ayes to fourteen nays.

The bill to provide for the sale of slaves belonging to the Internal Improvement Department was passed.

The bill to secure a proper examination, and to measure coal laden in barges coming to New Orleans and to the Parish of Jefferson, was amended so as to destroy its original provisions. Passed.

Mr. Talbot called the bill relative to the Charity Hospital of New Orleans, which was passed by a vote of twenty ayes to four nays.

Mr. Goode called up the bill relative to the Lafourche and Terre Bonne Navigation Company, which was passed.

Evening Session.—During this evening's sitting of the Senate, the bill to incorporate the Mobile and New Orleans Railroad Company was passed.

The Governor, through his private Secretary, informed the Senate that he approved the following bills:

The act to amend an act entitled an act relative the District Courts, approved March 15, 1855.

The bill for making an appropriation to pay for constructing the Bonnet-Carre Point levee.

The act to amend an act entitled an act to better carry into effect, the one hundred and thirty-sixth article of the Constitution, relative to the pardon of slaves.

The bill to provide for the establishment of a central State Arsenal in connection with the State Seminary of Learning, near Alexandria.

The act to amend an act to improve navigation on Sabine river, approved March 19th, 1857.

BATON ROUGE, March 14.—During an executive session of the Senate last evening, the Governor, by and with the advice of the Senate, made the following appointments for New Orleans:

Fort Wardens—Messrs. S. B. Frost, W. P. Reyburn, W. H. Folger and Alfred Le Blanc.

Harbor Masters—Messrs. J. M. Scott, W. T. Smith, J. C. Sinnott, E. R. Herring, and Patrick Clark.

Weights and Measures—For the First District, N. D. Terrebonne; Second District, Emile Maye; Third District, William Vost; Fourth District, C. Mather.

Flour Inspectors—Messrs. Henry Judson, B. N. Fortier, Theo. Clark and W. F. Popham.

Board of Health—Messrs. Warren Stone, J. M. Folwell, G. A. Mott, J. Labatat, A. Laforest and W. H. Axton.

Quarantine Physician—J. D. Fosier.

Register of Voters—Lewis St. Martin.

Recorder of Births—P. Lacoste.

Directors of the New Orleans, Jackson and Great Western Railroad—Messrs. J. K. Elgee, S. F. Watson and W. D. Yancy.

Directors of the New Orleans, Opelousas and Great Western Railroad—Messrs. M. Lapeyre, S. O. Nelson and Alexander Mouton.

Commissioners on Election—Messrs. J. A. Rosier and A. Avegno.

On University—Messrs. W. R. Miles, R. J. Ward, S. Smith, D. Edwards, J. R. Rozier, Theo. G. Hunt, J. A. Maybin and J. Pemberton.

President of the Board of Currency—E. W. Moise.

The following pardons by the Governor were confirmed by the Senate: W. Maher, John Young, Charles Miller, Ira B. Millington and several slaves.

The Legislature will positively adjourn *sine die* at 12 o'clock M. to-morrow.

Congressional Proceedings.

WASHINGTON, March 13.—In the Senate yesterday the Harper's Ferry Investigation Committee reported a true bill against Thaddens Hyatt, who had been summoned before the Committee, and had refused to give his testimony, on the ground that the Senate had no jurisdiction over him.

After a brief discussion the Senate ordered him to be committed to jail until he consented to give his testimony. The vote upon the question stands 44 yeas to 10 nays.

Mr. Toombs introduced a bill to establish a uniform law for bankruptcy.

The homestead bill passed by the House, was made the special order of the day for Thursday next.

In the House, the bill inviting proposals for the carrying the entire mail between the Atlantic and Pacific States, was taken up and passed.

The resolutions passed by the Legislature of Arkansas in favor of the construction of a Pacific railroad on or near the 35th parallel, and asking that Arkansas be represented on the special committee appointed to examine into the subject, were presented, and Mr. Hickman, from Arkansas, was appointed on the committee as an additional member.

The case of General Cullum, ex-clerk of the House, was called up and postponed to the second Monday in July.

WASHINGTON, March 14.—In the House to-day Mr. Nelson introduced a bill providing for the punishment of polygamy in the Territories, and for other purposes. The bill was ordered to be printed.

The Indian appropriation bill was called up and discussed at considerable length.

Messrs. Curry and Vance made speeches in favor of slavery.

In the Senate Mr. Clay introduced a bill for making Tampa Bay a port of delivery, which was adopted.

The Military Academy bill was taken up and discussed.

Mr. Wigfall's amendment, providing for a regiment of mounted volunteers for the defense of the frontiers of Texas was adopted.

The bill then passed by a vote of 41 yeas to 11 nays.

The bill providing for the protection of female emigrants on board emigrant ships was called up, discussed briefly and adopted.

WASHINGTON, March 14.—In the Senate yesterday Mr. Wilson, of Massachusetts, introduced a resolution to instruct the Committee on Foreign Relations to inquire whether the treaty relative to the suppression of the slave trade between the United States and England had been executed.

Mr. Toombs, of Georgia then rose and spoke at some length, giving his views on the subject, and objected to the passage of the resolution.

The bill was then laid over.

The bill to amend an act relative to the Court of Claims was passed by a vote of 34 ayes against 16 noes.

Atlantic and Pacific Telegraph Line.

WASHINGTON, March 14.—A meeting of the Board of Directors of the North American Telegraph Company was held in this city yesterday. During the entire sitting the Directors were busily engaged in discussing the propriety of building a telegraph line between the Atlantic and Pacific States.

It was resolved to petition Congress for a sum of $50,000, to be paid annually for ten years, to carry on the enterprise. It was also resolved that if such sum should be appropriated for this purpose, Congress would retain the amount of receipts accumulated by this line from public business.

Arrival of the Steamship Nova Scotian.

PORTLAND, March 14.—The steamship Nova Scotian, of the Montreal Ocean Steamship Company's Line, arrived at this port to-day from St. John's, N. F., where she had put in, having fallen short of coal.

Arrival of the City of Baltimore and Australia.

NEW YORK, March 14.—The steamship City of Baltimore, of the Liverpool, New York and Philadelphia Line, with dates from Liverpool to the 29th, has arrived at this port.

The steamship Australia, with Liverpool dates to the 25th, has also arrived at this port.

Their political, as well as commercial news, have been fully anticipated by the North American at Portland.

New Orleans Mails for Europe.

NEW YORK, March 14.—The steamship Africa, of the British and North American line, left this port at noon to-day for Liverpool.

She took out $35,000 in specie on freight.

The latest mails from New Orleans taken out by her are those of the 9th inst. The latest telegraphic dispatches are those of yesterday, the 13th.

Burning of a Vessel.

NEW YORK, March 14.—The ship Wabale, from this port, bound for Rotterdam, as she was passing Sandy Hook point, caught fire and burnt down to the water's edge.

The crew was taken off by some of the boats belonging to vessels lying at anchor in that neighborhood, and brought to this port.

Steam Boiler Explosion.

BROOKLYN, March 14.—One of the steam boilers attached to the Atlantic foundry, of this city, exploded yesterday.

Mr. Hazleton, one of the engineers, was killed, and four persons employed in the foundry were wounded.

Mobile Races.

MOBILE, Ala., March 14.—The colt stake for two year olds came off to-day.

The first race was won by T. G. Moore's colt, Edwin Booth.

Time: 1:57¼—1:54.

The Battle House plate was won by Fanny Washington, beating Marengo, Allendorf and Martha Worsham in two straight heats.

Time: 3:49¾—3:42¾.

Movement of Troops.

WASHINGTON, March 13.—Orders have been issued that will secure the concentration of 4000 troops on the Mexican frontier by the 1st of June.

Domestic Markets.

CINCINNATI, March 14.—Western Mess Pork closed dull at $17 per bbl. Lard is quoted at 10 to 10½c. per lb. The Flour market closed dull; the turn is in favor of the buyer; the sales to-day amounted to 1600 bbls.; Extra Flour is quoted at $5 75 to $5 90 per bbl. There were 1300 bbls. of Whisky sold to-day at 19 to 19½c. per gallon. The demand for Sugar has somewhat improved; 200 hhds. were sold to-day at 7½ to 8½c. per lb. The sales of Molasses to-day are reckoned at 200 bbls.; Choice is quoted at 40c. per gallon. Coffee is quoted at 13½ to 14½c. per lb.; the market closed firm. Corn is quoted at 50c. to 51c. per bushel; the market closed dull.

NEW YORK, March 14.—The Cotton market closed quiet. The sales to-day amounted to 1000 bales. Middling Uplands is quoted at 11½c.

The Flour market closed very dull; a decline of 5c. is reported. The sales to-day amounted to 6500 bbls. Superfine State is quoted at $5 30@$5 35 ⅌ bbl.

The sales of Corn to-day are reckoned at 27,000 bushels, at 76@79c. The market closed dull.

Oats are quoted at 43@44½c ⅌ bushel. The market closed dull.

Coffee is quoted at 13@14c ⅌ lb. The market closed firm.

The Sugar market closed firm. The sales to-day amounted to 140 hhds. New Orleans is quoted at 7½@7¾c ⅌ lb.

There were 250 bbls. New Orleans Molasses sold to-day at 45@48c ⅌ gallon. The sales at auction were limited to 130 bbls., at 35@42c.

Pork closed firm. Old Mess is quoted at $17 65; New Mess is quoted at $18 15 ⅌ bbl.

The sales of Lard amounted to 1190 bbls., at 10¾@11½c ⅌ lb.

River Intelligence.

ST. LOUIS, March 14.—The Mississippi river at this point is falling slowly.

The upper streams are in good boating order.

LOUISVILLE, March 14.—The Ohio river at this point is falling, with nine feet four inches of water in the Canal and six feet three inches in the pass on the Falls.

Local Intelligence.

FIRE AT THE ST. CHARLES HOTEL.—*Shocking Casualty.*—Shortly after 12 o'clock yesterday, the town was startled by the news that the St. Charles Hotel was on fire. Such proved to be the fact. The fire was in the store-room of the hotel, in the basement, fronting on Gravier street. The timely arrival of the firemen, however, prevented the flames from getting outside the store-room, or doing very much damage to the groceries and liquors there stored. The fire, when arrested, had just got through the wooden ceiling of the room, and a few minutes later would have been up through the dining-room floor of the hotel.

The fire originated in an accident by which one man lost his life, and another man and a boy were so badly injured as to render their recovery doubtful. These were Robert Smith, partner in the firm of Messrs. Holloway & Co., of Camp street; John Koskelly, and a boy named Jerry Murphy. They were at work at the gasometer of the hotel, which is in a corner of the rear of the store room, high up, over the platform or gallery floor which extends around the room, midway between the floor and the ceiling. They were attaching to the gas works some sort of new economizing invention, in which naptha, a very inflammable substance, is used. How the naptha caught we were unable to discover, but at the hotel it is stated that the combustion of this substance, spreading the flame with almost explosive force, was what did the damage.

The two men and the boy had their retreat by the rear cut off, and could not escape by the front, as the door was closed and locked. When the front door was forced open, one of the sufferers ran out and fell in the gutter, a sight shocking to behold. As soon as the flames were quenched, the bodies of the other victims were found lying on the floor, their clothes burnt, their hair burnt off, and their flesh literally roasted. All were wrapped in blankets and taken to the hospital. Koskelly soon died. Smith survived up to last evening, but his life was despaired of. The boy, least burnt of the three, may possibly recover.

HONORABLY DISCHARGED.—John Waters, (better known as Pat Waters) the cab driver who was arrested on Tuesday on the charge of having att