SOUTHERN WOOD AND MACHINE WORKS.—
P. E. O. W., Engineer,
115.....AND.....116
New Levee street.
SAWING, MACHINE AND WOOD TURNING, done for the Trade.
CARPENTERS', JOINERS' AND FANCY WORK, of all descriptions.
PLANTATION MACHINERY of all kinds repaired at the shortest notice.
I have now in operation a PATENT GRINDSTONE SAW GUMMER.
All orders for GUMMING executed with dispatch. PRICES MODERATE.
Being a practical and experienced Mechanic, I employ none but A No. 1 men. This, with the aid of Machinery, enables me to do my work superiorly. jel31 6m

ACARD.....A CARD.
Dr. SAMUEL REYNOLDS, the unrivaled CANCER DOCTOR, who, for many years, has been located on Gravier street, in the vicinity of the St. Charles Hotel, has removed his office to No. 29 BARONNE STREET, between Common and Canal, opposite the Lafayette Car Landing, where he is prepared to treat all diseases which he professes to cure, viz: CANCERS, in their worst form, SCALD HEAD, WHITE SWELLINGS and ULCERS, of every description.
Specimens of Diseased Tumors, extracted from patients, can be seen at Dr. Reynolds' office, and references to persons of prominent standing in this and other States of the Union, who have been successfully treated by Dr. Reynolds, will be given to all who have any doubts of the efficacy of his remedies.
He challenges the medical faculty of the United States of America or Europe to cancel his cancer. my28 1m

MACHINERY.....MACHINERY.
STATIONARY AND PORTABLE STEAM ENGINES,
CIRCULAR SAW MILLS,
SHINGLE MACHINES,
INDIA RUBBER BELT,
CIRCULAR SAWS,
COTTON SEED HULLERS,
CORN MILLS,
STEAM GAUGES,
IRON, GAS AND WATER PIPES,
POWER AND HAND PUMPS,
At the Machinery Depot of RICHD F. HARRISON,
jal1 tf Nos. 40 and 42 St. Charles street.

CITIZENS' INSURANCE COMPANY—
Office No. 3 Carondelet street.
Capital, $371,730 38.
OMER GAILLARD, President....A. SCHRIBER, Secretary.
TRUSTEES:
Geo. W. Wood, R. P. Hort,
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The Company insures against the perils of the sea and rivers, and loss and damage by fire at the current rate of premium. 4 26 1y

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 North, 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. jel8 6m HERBARD & CO.

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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 hoeing chairs, splintered crockery, headless dolls, and broken cradles. It is just the article for cane, shell, and other ornamental work, so popular with ladies of enhanced and taste.
Spalding's preparation is used cold, being chemically held in solution, and possessing 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."
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Put up for Dealers in Cases containing four, eight, and twelve dozen—a beautiful Lithograph Show-Card accompanying each package.
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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 sell any chinaware. jel6 1y eW

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AND MACHINE WORKS
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—MANUFACTURERS OF—
Locomotive, Portable, Strictly Portable,
—And—
STATIONARY STEAM ENGINES,
CIRCULAR AND SASH SAW MILLS,
Sugar Mills, Gin Shafting,
And every article of Machinery required by the Southern Planter.
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Car Wheels and Axles, Bar Iron, Bridge Bolts, Spikes, Chairs, and other Railroad Fastenings, Iron Trucks, etc., etc., Iron and Brass Castings.
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General Agent,
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CARMINE'S CEMENT OR NEGATIVE GLUE,
For permanently joining broken China, Glass, Earthen and Wooden Ware, Furniture, Leather, India Rubber goods and Fancy Articles of all kinds.
Ask for "Carman's Cement or Negative Glue," and take no other. It far surpasses anything of the kind in use, leaving no trace of any cement having been applied.
E. S. WHEELOCK & CO.,
Sole Wholesale Agents,
No. 41 Magazine st.
For sale by all Retail Druggists and Dealers generally. Price 25 cents. 6eW 3m eW

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OIL CAKE MANUFACTORY,
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NEW ORLEANS,
Keeps constantly on hand Crude and Superior Clarified Oil, OIL CAKE OIL CAKE MEAL, and decorticated Seed.
Orders for the above filled with promptness and dispatch.
CASH paid for COTTON SEED on delivery. ap8 tf

GALVANIZED IRON!—GALVANIZED IRON!—
The undersigned, Sole Agents for
McCULLOCH & CO.'S CELEBRATED AMERICAN
Charcoal Galvanized Iron,
For Roofing, Guttering, Spouting, Bath Tubs, Stack Pipes, Verandas, etc., etc.
Warranted to flange and seam. The only article that will stand the peculiar humidity of this climate without oxydation.
For sale by McLEAN & OLIVER,
m31 3m 49 Common street.

PLAIN HAMS AND SHOULDERS—
300 CASES GROENENDYKE & THOMPSON'S,
In Air-Tight Packages,
For sale by O'DOWD & SULLIVAN,
m31 1m corner Perdido and Tchoupitoulas streets.

BILLIARD TABLES—BILLIARD TABLES.
35.....ST. LOUIS STREET.....35
Under the St. Louis Hotel.
The undersigned begs leave to inform the public that he has opened a BILLIARD SALESROOM at the above place, where he intends to keep constantly on hand BILLIARD TABLES, from the celebrated manufactory of J. W. BRUNSWICK & BRO., Cincinnati, of all descriptions and prices such as ROSEWOOD,
BIRDS EYE MAPLE, MAHOGANY,
BIRCH AND OAK,
With Marble, Slate or Wood Bed. Also, Bagatelle Tables and Balls, Pool Balls, Cushions, Cloths, Cues, Pockets, Cue Leathers, Ten Pin Balls and everything appertaining to Billiards or other games.
N. B.—Specimens of the above Tables can be seen at the St Charles, Marble Hall and St. Louis Billiard Rooms.
Repairing done at short notice and on reasonable terms.
m29 1y A. W. MERRIAM.

NEW ORLEANS DAILY CRESCENT.
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New Orleans Daily Crescent.

THURSDAY MORNING, JUNE 28, 1860.

RECENT PUBLICATIONS.

HISTORY OF GENGHIS KHAN. By Jacob Abbott. New York: Harper & Brothers. For sale by J. C. Morgan & Co.

A small historical volume, written in a familiar style, adapted to the comprehension of children, and withal quite interesting and instructing for any one.

A SMALLER HISTORY OF GREECE. By William Smith, L. L. D. New York: Harper & Brothers. For sale by J. C. Morgan & Co.

This is an elementary class book intended for public schools, and seems to be well arranged for the convenience of teachers and the instruction of youth.

DANESBURY HOUSE. By Wm. Henry Wood. New York: Harper & Brothers. For sale by J. C. Morgan & Co.

A temperance tale, written at the call of the Scottish Temperance League, offering a hundred pounds for the best effort of this nature. This tale took the prize.

A MOTHER'S TRIALS. By the author of "My Lady." New York: Harper & Brothers. For sale by J. C. Morgan & Co.

An interesting romance of the domestic school.

THE WEST INDIES AND SPANISH MAIN. By Anthony Trollope. New York: Harper & Brothers. For sale by J. C. Morgan & Co.

For persons fond of travels, thickly sprinkled with personal adventure, this will be an entertaining book for a long summer's day.

CICERO ON ORATORY. Translated by J. S. Watson. New York: Harper & Brothers. For sale by J. C. Morgan & Co.

This important work of the great Roman orator is here presented in an English garb—one in which it will be of far more interest and utility to most readers than in the original.

Blackwood and the North British Review for May, and the London Quarterly for April. All containing interesting matter. For sale by J. C. Morgan & Co.

Explosion and Loss of the Steamer Ben Lewis.

From the Memphis Bulletin of Tuesday we extract the following account of the disastrous explosion of the steamer Ben Lewis, reported by telegraph:

The regular Memphis and St. Louis packet Ben W. Lewis, Capt. Holmes W. Nanson, which left this port on Saturday evening last, with about seventy-five passengers and a small amount of freight, exploded her boilers when in sight of the Cairo wharf, about one o'clock Monday morning, and taking fire soon afterwards, burned to the water's edge. No definite information had been received in the city up to an early hour this morning, either as regards the names or exact number of the victims by this dire calamity, yet it is believed that from thirty-five to forty lives were lost. Dispatches received yesterday morning by Captain J. H. Marshal of the steamer Dickey, state that Captain Holmes Nanson, commander, Mr. Harris, second clerk, Frank Devlin, steward, and the second engineer, were among the missing.

Another dispatch to our neighbors of The Argus mentions the loss of the mail agent, second steward, two chambermaids, Captain Williams of Louisville, together with his wife, two daughters and two young children. Mr. Patterson S. Marshall, first clerk, was badly injured, but will in all probability recover.

It is known that of the total number of passengers on board—not more than five or six of whom were citizens of Memphis—the great majority embarked for points between this and Cairo, and it is, therefore, more than probable that the above estimate will fully cover the number lost.

We shall doubtless be in possession of full particulars concerning the disaster in time for our next issue.

The Ben Lewis was in her third season, was built at a cost of $32,000, and was in all respects a first-class packet. She was owned by the Memphis and St. Louis Packet Company, whose loss will amount to fully $60,000, as she is not insured against explosion.

Reminiscence of the Massacre of Wyoming.

A correspondent of the Keene, N. H., Sentinel writes:

Having seen in the Boston Journal a notice of the death of the last supposed survivor of the Wyoming massacre, I give you the following:

Amos Adams, now living in Winchester, N. H., was one of the sufferers of that time. He was born in August, 1773, in Wilkes-barre, Pa. The massacre took place July, 1778. He says: "I have seen from one to seven branch scalps on my father's back, with the long gray hair of the aged and the glossy curls of the innocent child streaming in the wind."

At that early age he traveled on foot, in company with his father and mother, who each had a child younger than himself to carry in their arms, from the Wyoming settlement to Fishkill, a distance of about 100 miles. During their long and tedious journey they were obliged to travel many miles in the intense heat of a July sun, without a single drop of water to quench their burning thirst. "Once," he says, "we came to a marshy place where some animal had previously been, leaving a track in the yielding soil; in which a little muddy water had collected. I asked my mother if I might get down and drink it; she said I might, and eagerly did I thrust my face into the dirt to obtain the precious muddy drop."

Even now will the tears glisten in the old man's eye as he tells of begging his parents to pass on and leave him to die alone, with no one to pity and no pillow but the earth on which to rest his aching head. He is now eighty-six years old.

PRETENTIOUS.—The editor of the New Hampshire Conservative complains that his neighbor of the Democrat has served him badly. His neighbor of the Democrat serves God himself badly.

The Wooster Republican accuses the Washington Constitution of "boodless lies." We should think Constitution's lies well booted from the way they travel.

Our old friend Hooper, of the Montgomery (Ala.) Mail, has got to be a real fire-eater, though he formerly didn't take his victuals any warmer than we do ours. We insist that he spell his name Whooper.

The editor of the Constitution says he takes no account of the Bell and Everett party—that it is entirely out of his head. He writes as if he were out of his head himself.

The editor of the Lebanon Democrat can't see how anybody can support Mr. Bell. Let him watch us, and we'll show him.

The Washington States exclaims, "Douglas or nobody!" Well, there probably isn't much choice between the two, though we prefer the latter.

John Mitchell thinks that our Government ought to be smashed. That's exactly what a good many people think about him.

The editors who steal our paragraphs show at least that they know how to take a joke.

The editor of the New Hamp-hire Democrat says that when he has been a candidate for Congressional nominations he has been twice foiled in Conventions of his political friends by a tie. Let him take heed to his life, or "a tie" will ultimately be the death of him.

The Baltimore Convention travels with a crooked motion of its body, hisses continually, and is full of venom. What sort of an animal can it be? Should not "the seed of the woman bruise its head?"

The Democratic party can swallow anything. If Jonah had been the Democratic party he would have swallowed the whale, instead of waiting to be swallowed by it.

THE TWO DEMOCRATIC CANDIDATES.—The Louisville Journal says:

It was immensely funny on Saturday night to mark the rejoicings of the Douglas Democrats over the nomination of Douglas and Fitzpatrick and the rejoicings of the Anti-Douglas Democrats over the nomination of Breckinridge and Lane. The two factions, both knowing that they had no chance in the world, tried which should kindle the biggest bonfires, which should utter the noisiest shouts, and which should shoot the noisiest cannon. They reminded us of two bantam cocks trying to outcrow each other in the barnyard, or two rival dinner-bells trying to outring each other at an eating station upon a railroad.

"Good morning, Mr. Gramm; what is the news to-day?" "Oh, there's no news; my wife was sick yesterday, and did not go out; no news—no news."

During an examination, a medical student being asked the question, "When does mortification ensue?" replied, "When you pop the question, and are answered No."

Local Intelligence.

THE RAIN was on hand again yesterday, as plentifully as on the previous day, and with some extras in the way of thunder and lightning. Although the sun peeped out in the afternoon, and the moon was visible at night, there was no sign of a dual clear-up.

MAYOR'S APPOINTMENTS.—The following gentlemen have been appointed to the following offices, and have been sworn in by Mayor Monroe:

Warden of Work-house—Henry Mitchell; Deputy Warden—L. Gastinel.
Keeper of Police Jail—Miguel Hernandez.
Keeper of Insane Asylum—Felix Flechier.

SECOND DISTRICT SCHOOL BOARD.—This Board met last night, the President, Mr. Hyde, in the chair, and Messrs. Dupré, Duplessis, Beach, Maxent, Frobus and Boudousquie, present.

The minutes of the preceding meeting were read and approved, after slight amendments.

Mr. Charvet, formerly a member of this Board, being present, was invited to take a seat among the members of the Board.

None of the Standing Committees presented their usual monthly reports; their attention during the last month having been, doubtless, wholly given to the spring examinations.

The usual reports were received and read from the principals of the schools. They show a good attendance and continued progress in every department.

On motion of Mr. Frobus, seconded by Mr. Maxent, the President appointed a chairman pro tem. of the Finance Committee, Mr. Delhonde being absent from the city. Mr. Dupré was the gentleman named.

Mr. Frobus offered a preamble and resolutions upon the death of Mr. P. O. Peyroux, late a member of this Board, which were adopted, and a copy ordered to be sent to his family.

There being no other business, the Board adjourned.

FIRE.—At 20 minutes past 11 o'clock last night a fire alarm was sent to the Central Telegraph office from signal station No. 5, in Fire District No. 3, corner of Market and Chippewa streets. The bells were at once set to ringing, but before they had rung many rounds, the Police Telegraph announced from station No. 6 (Fourth District Police station), that the fire was in Gretna. The bell-ringing was stopped at once.

The fire was further reported to be a large one; and the truth of this report was confirmed by the fact that some of the firemen seeing the light, turned out with their machines and were on their tearing way up town, before the telegraph began ringing the bells. The fact of the big light will doubtless excuse the man who sent the alarm from the corner of Market and Chippewa streets, which is several squares from the river.

ACCIDENT.—A man, name unknown, last evening fell into the hold of the ship Cotton Planter, and had one of his legs and some of his ribs broken. He was sent to Charity Hospital. This item was telegraphed to the central office from station No. 6, which is the Fourth District Lock-up.

RECEIVING STOLEN GOODS.—A. Starke was yesterday arrested by officers Grafton and Lipman, on the charge of receiving stolen property. There were found in his house one pair of shoes and five or six odd shoes, identified as part of the large lot burglariously taken from Wm. Jocken's store, on Camp street, the other night.

DIED ON THE WAY.—An unknown man was found lying very sick on the steamboat landing, last evening. He was put into a cab and started for the hospital, but he died on the way.

HARBORING A RENAWAY.—A knotty case came up for examination yesterday, in the Second District Recorder's Court. Mr. E. F. Moton had Miss Goujon, John Franey, and a police officer named Dickson, arraigned on the charge of having harbored and concealed the slave girl Caroline, belonging to Edward Dupre, for whom he is agent. Caroline ran away about two years ago, and it was discovered, or so alleged, that, under the assumed name of Mary Ann, she had become an object of bargain and sale, in which transaction the several accused parties were implicated in one way or another. The testimony was voluminous, and the case was postponed before it was half examined. We shall give a digest of the affair when it is finished. The examination is to be resumed to-day.

FIRST DISTRICT COURT.—*Judge Hunt.*—Another murder case was tried yesterday. John Mulholland, indicted for the murder of Policeman W. Oscar Somers and Quartermaster Wm. Congdon, of the steamship Habana, by stabbing them both one night some weeks ago, was put upon trial for the murder of Somers. Mulholland was a coal-carrier on the steamship. Hobson, second engineer of the ship, Bill Sherry, alias Chicago Jack, and another man, were arrested and indicted as accessories to the murder of Somers.

The Attorney-General yesterday moved a severance of the case, and Mulholland alone was tried for the murder of Somers. He also moved the dismissal of Hobson, who was afterward admitted as a witness for the defense. Mulholland was defended by Col. Field and Mr. Filleul.

Officer McMullen, who was on duty with Somers when the latter was killed, testified strongly for the State, showing that the officers were needlessly insulted and attacked by Mulholland and his crowd, and that Somers was killed whilst in the proper discharge of his duty. Hobson, on the contrary, testified that the officers overstepped the line of their duty, and provoked the tragedy which followed. These were the chief witnesses, *pro* and *con*.

The arguments on both sides were long and strong. The jury, being duly charged by Judge Hunt, retired a little after 8 o'clock in the evening.

After an absence of about an hour, the jury returned with a verdict of guilty of murder. Mulholland was taken back to prison and put in one of the condemned cells.

THE CITY RAILROADS.—As a matter interesting to the public at large, we publish the following petition, now before the Common Council:

To the Honorable Boards of Aldermen and Assistant Aldermen of the City of New Orleans:

The undersigned, purchaser and surcties of the right of way for building city railroads, respectfully beg leave to represent to your honorable body, that on certain portions of their routes, in order to a proper working of the roads, as well as to subserve the convenience of the public, the lines of the tracks will require to be changed, as per drawing annexed, said changes being as follow, to-wit:

1st. The cars running to the upper part of the city to terminate on the east side of the monument, and the cars running to the lower part of the city to terminate on the west side of the monument, with suitable turn-tables and extra tracks, as shown by the aforementioned drawing.

This change is necessary in order to give each road a stand, and enable the cars of one road to start at any time, without interfering or being in the way of cars of other roads. By this arrangement the cars of the five roads can approach the Monument without being in each other's way; but without it, or some other plan that will accomplish the same object, it would be impossible.

2d. To change the tracks on Canal street, from Magazine to Claiborne street, from ten feet from the inside curbstones (as is now prescribed by ordinance) to each side of the shell walk on the neutral ground, there being quite sufficient room, without materially interfering with said walk, or in any way injuring the trees or the flagging, and the tracks, if laid through the circles built for the purpose of erecting future monuments, could be turned around, said circles whenever the Council should require them for the purpose of erecting monuments thereon.

The great advantages to be derived from this change are: first, the streets will be relieved from all encumbrance; secondly, the tracks can be made level, instead of being as now, in a sliding position; thirdly, passengers will be enabled to get in or out of the cars at any point along the shell walk between the intersections, thus rendering it unnecessary for the cars to stop on the crossings, in the way of persons and vehicles passing on the cross streets; fourthly, it will be much more convenient and safe for passengers, particularly for ladies and children, to enter or leave the cars between the intersections along the shell walk, where they will never be in the mud, nor run the risk of being run over by all manner of vehicles, as will be the case if the tracks are laid in the streets. Canal street being the grand center and main avenue of the city, it is probable that at least three-fourths of the travel on all the roads will enter and leave the cars on said street. Therefore, it is of the utmost importance to the public that the ingress and egress to the cars on Canal street should be as convenient and safe as possible; and, fifthly, we have reason to believe that the property-owners, business men and residents on said street, with scarcely an exception, are strongly in favor of this change.

3d. To change the tracks on Canal street, from Claiborne street to their junction at the ridge, from ten feet from the inside curbstones to the crown of the street. This will enable the cars to run level, instead of running in the tilted position they will have to if the tracks are laid in conformity to the present ordinance.

If the tracks are laid ten feet from the inside curbstones, the water falling between the tracks and the crown of the street will run on to the tracks, and there settle, the projection of the rail being such as to prevent its passing off, thus preventing, to a certain extent, proper drainage, causing the tracks to be saturated with water, and consequently, in this soft soil, making it quite difficult to keep the pavement or track in order.

The tracks, placed in the center of the shell roads, would be no detriment to vehicles passing on said streets, as the form of the rail and gauge of the track are made with a view to their accommodation, enabling them to run on the track, and giving them a smoother road than is afforded by the shells, with no difficulty in turning out when meeting cars.

4th. To change the tracks on Canal street, from the point on the Ridge where the two streets run into one, and the track on the Ridge road, from Canal street to the Bayou Bridge, from eight feet apart (as prescribed by ordinance) to four feet, which will leave quite sufficient room between the cars in passing. The same reasons set forth in the third change, as above, will apply with equal force to this.

5th. To change the tracks on Rampart street, from Canal to Esplanade street, from five feet from the inside curbstones (as prescribed by ordinance) to between the trees on the neutral ground. The same reasons set forth in the change recommended on Canal street, as above, will, to a great extent, apply with equal force to this street; and, besides, there is a prospect of this street being paved at no very distant day with black stone, (but not in time to precede the building of the railroad) and it would, perhaps, be quite difficult to operate the road while said pavement was being laid.

On Esplanade street, the property-owners, when petitioning for their road to the bayou, asked to have the tracks placed between the trees, and the ordinance was so passed. The trees on Rampart street are about one and a half feet further apart than they are on Esplanade street, consequently there can be no objection on the ground that there is not sufficient room; and as the property-owners on Esplanade street wanted to have the roads between the trees, it is reasonable to suppose that the property-owners on Rampart street would, if consulted, ask the same thing.

6th. To change the track on Esplanade street, from Rampart to Dauphin street, from the roadway (as is now prescribed by ordinance) to the center of the neutral ground on said street.

7th. A double track, running four feet apart, in the center of the Ridge Road, from Canal street to the Canal bridge, near the half-way house. This would enable one to pass the Greenwood Cemetery, and would also be a great convenience to the public during the time of races.

Trusting that, in view of the great advantages the public will derive from the above alterations in the construction of the roads, your Honorable body will grant the same to be made.

We remain, respectfully,
J. E. SLAWSON,
HENRY HART,
FREDERICK WINTZ,
PATRICK IRWIN.

Lunar "Acceleration."

Extraordinary interest is now being taken by all astronomers in the question of the "secular acceleration of the moon's mean motion." In the French Academie for months past the question has been hotly discussed, and English and German astronomers, we see, are engaging eagerly in the controversy. As the interest in this subject is not confined to technical astronomy, but extends to other matters of very wide range, it may be worthy of brief illustration. From the time of Newton it had been known that the motions of the moon are disturbed by the attraction of the sun, and that a great part of the effect is of the following kind:

When the moon is between the sun and the earth the sun attracts the moon away from the earth and when the earth is between the sun and the moon the sun attracts the earth away from the moon; thus, in both cases, it tends to separate the earth and the moon, diminishing the attraction of the moon to the earth. If this diminution were always the same in amount, the periodic time of the moon passing round the earth would always be the same. In order to reconcile the eclipses of the moon recorded by Ptolemy with those of modern times, the motion of the moon, it was necessary to suppose that in every successive century the moon moves a little quicker than in the preceding century, in a degree which is nearly represented by supposing that at each successive lunation the moon approaches nearer to the earth by one inch.

The principal cause of this was discovered by Laplace. Sometime after, however, Mr. Adams announced his discovery, that a part of the sun's disturbing force had been omitted by Laplace. The sun pulls the moon in the direction in which she is going (so as to accelerate her) in some parts of her orbit, and in the opposite direction (so as to retard her) in other parts. Laplace and others supposed that these accelerations and retardations exactly balance. Mr. Adams gave reasons for supposing that they do not balance. In this he was subsequently supported by M. Delaunay, a very eminent French mathematician, who, making his calculations in a different way, arrived at the very same figures. But he expressed his results by "lunar theory de Pontecoulant and by Prof. Hansen, who all maintain that Laplace's investigations are sensibly correct.

And in this state the controversy stands at present. It is to be remarked that observations can here give no assistance. The question is purely whether certain algebraical investigations are right or wrong. And it shows that what is commonly called "mathematical evidence" is not so certain as many persons imagine; and that it ultimately depends on moral evidence. The effect of Mr. Adams' alteration is to diminish Laplace's change of the periodic time by more than one-third part. The computations of the ancient eclipses are very sensibly affected by this. Indeed, the general question of the theory of the moon's acceleration may properly be indicated as the most important of astronomical speculations at the present time.

The Plains of Lombardy the Battle-Ground of Nations.

It a melancholy fact that the richest and fairest spots on earth's surface are also those where human blood has been most frequently and lavishly shed. What waves of invasion have successively rolled over the fertile plains of Persia and Hindostan, the prolific valley of the Nile, the fruitful provinces of Asia Minor, Turkey and Hungary! What battles, what sieges, what massacres, almost from the birth of history, have drenched their soil with gore! Andalusia, too—the garden of Spain—was for eight centuries the battle-ground of Christian and Moor, whose blood, according to the Spanish historians, was poured forth in thirty-seven hundred battles.

But, perhaps no country has been more blessed by the gifts of God, or more cursed by the strife of man, than the wide and beautiful plains of Lombardy, guarded by Alp and Appenine, a very garden in fertility, watered by innumerable streams, and with a thousand towns and villages glittering like salts amidst a sea of verdure. It has been the battle-field of nations from the time when Hebrews, nearly six centuries before Christ, led his Celtic legions across the Alps, until yesterday, when the French and Austrian eagles were striving for supremacy. Romans and Cimbri, Goths and Romans, Lombards and Franks, Germans and Italians, French, Spaniards and Swiss, Austrians and French, have again and again met in deadly strife on these wide-spread plains, and have been successively swept down, in bloody swaths, by the scythe of the grim mower, Death.

So passes man.
As armed spectre o'er a field of blood,
And vanishes! And where armed shades
Pass by, red battle hurtling as they go!

[Eclectic Review.

YANKEE IMPUDENCE.—An officer of the United States Army, belonging to the Military Academy at West Point, went down to Woolwich and calmly walked into the arsenal and onward without impediment. He visited all the establishments, strolled into the Armstrong gun factory, examined the mechanism of the pieces leisurely, noted everything that was worthy of being seen, and then made his exit without any interruption till he was just out, when some one remonstrated with him on finding he had no proper authority for his researches. He has a perfect knowledge of the whole of the principles and details of the manufacture of the Armstrong gun, and he thinks—"We'll improve it very much in the States."

[Army and Navy Gazette, England.

TELEGRAPHED TO THE NEW ORLEANS CRESCENT.

FURTHER INTELLIGENCE FROM EUROPE.

ADDITIONAL BY THE STEAMSHIP EUROPA.

SARDINIAN AND RUSSIAN LOANS.

RUMORED WAR WITH SPAIN!!

DOMESTIC AND COMMERCIAL INTELLIGENCE.

(BY THE AMERICAN AND NATIONAL LINES.)

HALIFAX, June 27.—The Cunard steamship Europa, from Liverpool the 15th and Queenstown the 17th, left for Boston last night, at which port she will be due at an early hour to-morrow.

She brings the following additional items from Europe:

PARIS, June 16.—The Bank of France has increased nineteen millions of francs.

PARIS, June 16.—The Paris Bourse continued to rule very dull and closed flat.

The Three Per Cent. Rentes closed at 68f. 45c.

General and Political Intelligence.

Mr. G. P. R. James, the great novel writer of the present century, died in England a short time since.

Messrs. John Foster & Co., private bankers, had suspended specie payment. The amount of their liabilities is said to be moderate.

Prince Jerome Bonaparte, whose health has been very bad, is said to be in a critical condition.

The Sardinian ministry had introduced the project of a new loan of 15,000,000 of francs.

Marshal Vaillant is en route for France. He has been visiting King Victor Emanuel.

The Austrian Cabinet has unanimously resolved to reestablish a ministry, commerce and public works.

A new Russian loan of $1,000,000 at 4½ per cent. is expected to be introduced in London by Messrs. Baring Bros. & Co.

DOMESTIC INTELLIGENCE.

Ratification of Treaties.

WASHINGTON, June 27.—The Senate yesterday, while in executive session, ratified the treaties with Switzerland, Bolivia, Venezuela, Honduras and Nicaragua. The latter was amended so that the United States troops cannot be used without the previous assent of Congress for the protection of the transit route and other purposes.

Departure of the Niagara.

BOSTON, June 27.—The Cunard steamship Niagara left her dock at noon to-day, taking out $27,000 in specie on freight.

War with Spain.

NEW YORK, June 27.—The Washington correspondent of the New York Herald says intelligence received from Madrid states that the Spaniards, being elated with their success in Morocco, contemplate assailing Mexico, under the pretext of preserving Cuba and calling on the United States to account for the capture of the steamers of the Miramon expedition off Vera Cruz.

National Democratic Committee.

WASHINGTON, June 27.—The National Democratic Douglas Committee met to organize and prepare for a campaign.

Mr. Belmont, of New York, was appointed chairman of this committee.

Resolutions were adopted, recommending all State central committees to take measures for the adoption of an electoral ticket for Douglas and Johnson. In default of which, the member of this committee from such a State is authorized to take such action as he deems proper.

Clairvoyant Seekers for Sir John Franklin.

A few years since, when the long absence of Sir John Franklin and his gallant comrades began to cause apprehension, some excitement was created among persons disposed to put faith in mesmeric phenomena, by the result of some appeals to the presumed clairvoyance of the sleepers, in reference to the fate of the missing seamen. It was positively announced by persons of considerable scientific standing and influence, that information of a very surprising character had been obtained from clairvoyants whose deficiency of education was a guarantee that they could not have invented the particulars. They professed to see the time indicated by the chronometer in the cabin, and the error from the actual time in this country exactly indicated the longitude of the spot where, in all probability, the vessels then were. One of these clairvoyants was a girl at Leeds, who, on being thrown into the mesmeric condition, one Sunday afternoon in February, 1850, described the interior of a ship's cabin, and the locality of the ice in which she was supposed to be imbedded. Sir John Franklin's handwriting, she immediately described the person of Sir John, whom she identified as the writer; and said he was at that moment reading prayers to the ship's crew.

On the 22d of August, 1850, one James Saville, of Walsay, Shetland, described the Erebus and Terror as being locked up in the ice, but that the crew were in good spirits. We have just been looking over the announcements of these so-called clairvoyances, published at the time, and which seem to have impressed many educated and even scientific persons. Now, by the light of a letter by Captain MacPhatuck, Sir John Franklin died in June, 1847, nearly three years before the Leeds girl saw him reading prayers; and the Erebus and Terror were abandoned in April, 1848, more than two years before the Leeds clairvoyant declared that the crew were on board in good spirits! We recall these circumstances as additional instances of the facility with which even intelligent and candid people may be deluded; and of the force of imagination in the clairvoyants themselves. One thing, however, is a little singular. The position of the vessels was indicated by the variation of time, within about one degree of longitude of the exact spot, and that, too, when great difference of opinion existed even among experienced Arctic navigators.

NEWSPAPERS AND OLD AGE.—James Martineau, in one of his admirable sermons, says:

Of how many honors has the printing-press alone deprived the hoary head? It has driven out the era, so genial to the old, of spoken wisdom, and threatens a reign of silence, by putting all knowledge and experience into type. The patriarch of a community can never be restored to the kind of importance which he possessed in the elder societies of the world. He was his neighbor's chronicler; bearing within him the only extant image of many departed scenes and memorable deeds, and able to link the dim traditions of the past with the living incidents of the present. He was their most qualified counselor; his memory serving as the archives of the State, and supplying many a passage of history illustrative of existing emergencies, and solving some crisis of perplexity. He was their poet; impressionable as of an age already passed from the actual into the ideal; associate or contemporary of men whose names have become venerable; and in the oft repeated tale of other days, from which time has expelled whatever was prosaic, weaving the retrospect of life into an epic. He was their priest; loving to nurture wonder and spread the sense of mystery, by recounting the authentic prodigies of his or his father's years, when omen and prophesy were no dubious things, but sober verities which Providence had not yet begrudged the still pious earth. From all these prerogatives he is now deposed, supplanted in his authority by journal and the library; whose speechless and impersonal lore coldly but efficiently supplies the want once served by the living voice of elders kindling with the inspiration of the past.

FOSSILS.—As some of our Democratic friends are in the habit of terming Bell and Everett "fossils," we advise them to read the following:

"Locofoco and Republican editors are fond of calling Bell and Everett "fossils." We accept the name. A fossil is a plant or an animal which, instead of rotting away, like its inglorious companions, hardens into imperishable marble or crystal and endures forever. So when the names of our opponents shall rot in the dull waters of oblivion, the names of Bell and Everett, like the beautiful marble of Tennessee, and the eternal granite of Massachusetts, shall remain throughout all time as the symbols and watchwords of patriotism, virtue and eloquence.

Remember what a world of gossip would be prevented if it was only remembered that a person who tells you of the faults of others intends to tell others of your faults.

Farewell of Dr. Hayes, the Explorer.

(From the Philadelphia Bulletin.)

Dr. Isaac I. Hayes, of this city, will sail for the Arctic regions, from Boston, on the 27th. A day or two since he took leave of his Philadelphia friends at the Board of Trade rooms. There were present his Honor the Mayor of the city, the presiding officers of our leading scientific associations, and a number of other prominent citizens. The flag of the expedition, a white field bearing a crimson star, was spread on the table. On motion of Henry C. Carey, Esq., Mayor Henry was invited to preside at the meeting. In a brief but unusually impressive manner, he expressed the profound satisfaction which it gave him to introduce Dr. Hayes to the meeting, and the hearty sympathy which he felt with the gentleman's noble enterprise.

He (the Mayor) had been tempted to regret that the outfit of the expedition had not been furnished by the municipal liberality of Philadelphia; but when he witnessed the rare spontaneous response with which the appeal of Dr. Hayes had been met by the enlightened business men of our city, he could not but regard this as a most gratifying evidence of the hold which the expedition and its commander had upon the confidence and good wishes of the community. Philadelphia had already gained honor in the history of Arctic exploration, through the efforts of one gallant citizen, now on the roll of our distinguished and lamented dead. The brave man, to whom we are now assembled to offer the hand of parting, will doubtless give new lustre to the record of Philadelphia enterprise. You will join me in wishing him the success which he deserves, and in assuring him that whatever the fortunes of his expedition, he will bear with him our respect and kindliest feelings.

Dr. Hayes replied in a manner which will not soon be forgotten by any of his hearers. He trusted that the feeling would be appreciated with which he received this new proof of the interest of the contributors in the expedition he was about to conduct to the Arctic seas. During the last three years, said he, this expedition has incessantly occupied my thoughts; and now, that, through your liberality and public spirit, I feel myself on the eve of realizing the object which has been sought by me with so much anxiety, I am unable to express to you, in a suitable manner, the grateful sentiments which I experience.

The generous kindness of some of our countrymen in Boston and in New York has gone hand-in-hand with yours; and I may be permitted to hope that the success of your joint exertions will add one tie of sympathy to the many which already exist between three noble cities. As a Pennsylvanian and a Philadelphian, I cannot but be peculiarly alive to such a manifestation as you have given to me, of the confidence which is felt here in the usefulness and practicability of my undertaking, and of the willingness of my fellow-citizens at home to entrust its fortunes to my care. This is a great trust, my friends. Although I go with a little schooner and an unimposing company and outfit—only a private citizen in the prosecution of what circumstances appear to have made my duty, yet my voyage lies towards a region which skillful and daring navigators have sought during two centuries, and to which the eyes of men of science throughout the civilized world are turned with eager interest.

Before long the news of this expedition will be carried wherever men are engaged in studying the physical features of the globe—the tides and its currents, of sea and air—its phenomena of magnetism, and heat, and electricity—and the varieties of living beings which have inhabited it from the remotest geological epoch. It is in the