The Houma Ceres.

HOUMA:

SATURDAY, August 16, 1856.

☞ Capt. R. G. Darden has our thanks for a package of late and interesting papers which he has forwarded to us from Washington city. May happiness attend him.

☞ A friend places us under obligations for a Catalogue of the Students, &c., of the Thibodaux College, for the academic year 1855-56. The second yearly session of this institution will open on Monday, 15th September next.

APOLOGY.—Our only compositor having went on a visit to Thibodaux on Saturday last, became "weather bound,"—as the roads were impassable—and we have therefore been deprived of his services in getting out this number of the "Ceres." We hope our short comings in consequence will be overlooked.

☞ The storm has caused Bayou Terrebonne to rise to an unprecedented height. A ship of the line might float clear at this place; while above and below here, the water has encroached upon the roads so as to render them almost impassable. We are glad to notice that it is beginning to recede.

☞ We have often been surprised on visiting the warehouses of the larger dealers in drugs, in our principal cities, to see the immense quantities of those very popular medicines, DR. M'LANE'S CELEBRATED VERMIFUGE AND LIVER PILLS, piled up on their floors, their very beautiful labels and the clean, neat boxes, make a highly imposing appearance. We think Fleming Bros. of Pittsburg who are the manufacturers and proprietors of these justly celebrated medicines, deserve much credit for the neatness with which they place them before the public; in our mind it is a guarentee of the purity and care with which they are prepared. We are told that a bungling and trashy imitation has lately made its appearance; and perchasers had better look to it. See that each wrapper is signed Fleming Bros.

☞ The sum of $2,483 has been contributed in Philadelphia in aid of the Cape Verde sufferers. It has been invested in provisions, which have been shipped.

THE HAREM AND THE VEIL.—Among the later items of news from Constantinople, is one to the effect that the Sultan had determined to pension off all his wives except one, who is to bear the title of Empress. In connection with this grand moral reform, there is also another move on the board of Turkish social life, which cannot fail to have a rather startling effect, and which is that all Turkish women are in future to go unveiled in public. "It is characteristic enough of the sex," adds our informant, "that this rumor was received in harems of the most different descriptions with an universal outcry of joy by all the young women, while the dames whose bloom has passed away, and who have passed their lives under the veil, rage and scream in the most angry manner at this detested innovation."

☞ A self-taught artist of this city, named John Neumann, after three years' labor, has produced a life-size statue of Washington, made by the ordinary implements of his trade out of sheet copper. The statue weighs about two hundred pounds, and good judges accord it high praise as a work of art. Unwearied labor has been bestowed upon the production, and it is to be hoped that the skill and perseverance of the talented mechanic will find a fitting recompense. The work is to be placed on exhibition; but what its ultimate fate is to be does not yet appear. [Home Journal.

FRENCH MANUFACTURES.—Professor Mapes says that nine-tenths of the olive oil in this country is manufactured in France from American lard oil. It is purified by kali-soda, and is about equal to olive oil for the table, or for other purposes. The French seem to be a good length ahead of us in all that relates to delicacies for the table. We have plenty of excellent oil on our coasts, but it requires French talent to put them in boxes.

☞ A large number of the New York omnibuses carry awnings to protect the horses. A bow of iron, springing [illegible] of the shafts, supports one [illegible] and the two upright posts [illegible] of the cart sustain the [illegible]

The Late Storm.

One of the most terrible calamities has just befallen this portion of the country; in fact nothing to equal the horrors of its results has ever been known hereabouts.

On Sunday morning last we noticed in this vicinity immense numbers of seagulls and other ocean birds, a sure indication of disastrous winds and storm at the coast. About 10 o'clock the wind had freshened from a pleasant breeze to a violent tornado, accompanied with a deluge of rain, the wind blowing from nearly due east. This state of things continued without any intermission until Monday at 12 o'clock, M., when the wind lulled a little and veered to the South, and finally to S. W. and W., since which we have been deluged with heavy showers of rain and sweeping winds. During the first twenty-four hours of the storm the greatest alarm existed among the inhabitants here, as they expected every minute to see their dwellings demolished by the raging element. Shade trees, and fences were blown down in every direction, but fortunately the buildings in this place escaped almost uninjured.

We are sorry to say that the country people did not escape so cheaply. Rumor says that a portion of the sugar house of J. M. Pelton, on Grand Caillou, was demolished; the stable of Gen. Quitman of the same place suffered a like fate, killing a large number of mules and other stock in its fall; the new sugar house of Berger & Brown on Little Caillou was also blown down, and no doubt many others from which there has been no report, have suffered severely.

The crops present a most melancholy sight. Corn and cane are laid flat with the earth, and their foliage is whipped into the most minute shreds. If the swift torrent of a water course had been turned on to the cultivated fields and suffered to run for a number of hours, it would not have flattened and washed the stalks into the earth more effectually than did this long-continued tornado. The loss will be immense, and instead of this parish furnishing a large quantity of surplus corn for the market, we fear our planters will have to become purchasers themselves. The cane may possibly revive to a certain extent, but can never entirely overcome the shock it has received.

The most melancholy portion of the story yet remains to be told, and will make desolate many hearts and turn many homes into houses of mourning. We allude to the fate of the pleasure seekers on Last Island. The reports received here are incomplete, and are derived entirely from our New Orleans exchanges, but they are sufficient to throw gloom over our whole community. We make up our statement mostly from accounts in the Picayune, and as they were only received late yesterday evening, and after our usual hour of going to press, there may be some imperfections which have escaped notice. The loss of life is truly frightful. The Picayune reports 116 while the True Delta has only 107.

The following letters will show the excitement caused by the reception of the intelligence of the disaster at Brashear City, and the promptness with which steps were taken to send relief to the survivors:

BRASHEAR CITY HOTEL,
Wednesday, August 13,—4 A. M.

EDS. Picayune—John Davis has just got here from Last Island in a small sail boat, and reports Last Island entirely swept of all the houses by the storm of Sunday night, and that 137 lives were lost by the disaster. This is the amount hurriedly ascertained at present.

BERWICK'S BAY, August 13.

In great haste. We have just sent the Major Ashrey to the assistance of the sufferers, who are now clinging to the hull of the steamboat Star. She starts hence in one hour, only waiting to wood at this place.

Respectfully yours, EUGENE DALY.

Mr. Davis, above referred to, we are informed, is the keeper of the oyster saloon beneath John McDonnell's Restaurant, in Common street, in this city. He succeeded in getting his wife, we learn, into a place of safety, and then started to procure aid. He was accompanied to Berwick's, we are informed, by the engineer of the steamer Star, which he left on Tuesday morning.

The depth of water on the island, referring, as we understand it, to the highest portion, is reported at five feet. The wreck of the steamboat Star is stated to be lying on the island, near where the hotel of John Muggah formerly stood.

The rise of the inundation is said to have been of unparalleled rapidity, the height of five feet being reported to have been attained in two minutes! Although were we to read "hours" instead of "minutes," it will not be difficult to understand what a wild excitement and fearful havoc it must have caused, with no succor at hand,

All the houses on the island were swept away, and it is particularly reported that most of those staying at the hotel were drowned.

A list of reported victims, we are informed, was forwarded to Brashear City or Berwick's Bay, but we have not been able to find any one in the city who has brought up a copy of it with him. We have, however, heard the names of a few of those alleged to have been drowned, and give them as they have reached us; but without vouching for their correctness—Mr. Hart, of this city; Wm. Rochelle, of Pattersonville; Mrs. Como, [name probably otherwise spelt] of Pattersonville; John Muggah, (co-proprietor of the hotel,) wife, five children and brother; Mrs. Maskell and two children, of Franklin; the barkeeper of the hotel, (named not ascertained.)

It is stated that there were about 400 persons on the island at the time of the disaster; and the number surviving on the wreck of the Star is estimated at from 250 to 275.

BRASHEAR, LA., August 14.

EDS. Picayune—News was received from Last Island at daylight yesterday morning, by sail boat, that every house had been unroofed and thrown down, save one; that those saved were on the hull of the steamboat Star, which occupies the site of the Muggah Billiard House; that 116 persons are missing; and that many of those saved have broken limbs. Mrs. Maskell and child, Mrs. Rentrop, Wm. Rochell and child, and Mrs. Robert Royster are among the missing, and are doubtless lost.

I will forward you an accurate account when received.

Yours, BRASHEAR.

The steamers Aubrey and Archer have been sent out to afford assistance. The former started at daylight yesterday.

One house only remains standing—Mrs. Bishel's.

Our reporter says that at the departure of the regular train, steamboat F. X. Aubrey had not arrived at Berwick's Bay, but was expected every moment. Besides the Aubrey, as will be seen from the communication of Mr. Brashear, the steamer Archer had been despatched to the scene of the disaster. As soon as the survivors arrived at Berwick's Bay, a special train would be despatched with them to this city, in accordance with the laudably prompt and thoughtful arrangements of the President of the Opelousas Railroad Company, Col. Hughes.

We are glad to learn that two physicians, Drs. McLeod and Scudday, had gone down in a sail boat, to render assistance to the wounded among the survivors.

The following is a list of the victims with which we are furnised by our reporter. We are glad to find it somewhat less in numbers—melancholy as it is—than we had previously been led to expect. We presume we shall have further particulars for our morning edition:

LIST OF MISSING.

Thos. A. Mille, wife and two servants; Capt. Sch latre, wife and seven children; Mrs. Tele-phore Landry, two children and four servants; Mrs. Antoine Como, five children and three servants; Mrs. Pruett, two children and three servants; Mrs Dorsine L. Rentrop and daughter; Mr. and Mrs. Turner; Mr. and Mrs. Read and child; Mrs. Flash and sister; Mrs. Thomas Maskell, three children and servant; servant of Thos. Ellis; John Muggah, wife and two children; A. M. Foley and wife; Mrs. Crozier and three servants; J. G. Beatty, wife and two children; Mrs. Bordis and servant; Henry Landry and three servants; Michael Landry; Joseph Dugas; Ulysse Simonica; C. A. Berredit; infant child of W. W. Pugh; A. Fidre, wife, child and servant; S. Grevenburg; Wm. Rochell; Captain Ratler; F. Fitzpatrick; A. Gennan, Jr.; Mr. and Mrs. Royster; child of Ette; child of Berard, and child and servant of Marsh; Mrs. Gerard and child; servant of Dr. Hawkins; Mr. Miller, wife and child; Mrs. Roumage, Mr Voisin and daughter; M. Babin, Mrs. E. Babin; James Muggah and son, Mr Bell, J Snyder; servant of G. A. Bryant; two children of Routhon; Pecan, Bobbinett.—Total—116.

All those names which do not appear on this list are safe.

GOOD NEWS FROM CAILLOU!—Yesterday morning we had the pleasure of conversing with Mr. R. D. Jordan, who had just arrived here as a special messenger to report that no lives had been lost on Caillou Island, and that all was well. Mr. J. reports two wrecks ashore on the Island, and is of opinion that some portion of the crews had been lost. He had not time to give us further particulars.

CALLIOPTICAL MUSIC.—A down-easter has heard the new steam musical machine called a "Calliope," and here are his impressions:—"We have said nothing of the steam music that visited us last week, because we thought the less said of it the better. It was enough to strike a cat dumb with amazement and horror. We thought all the ghosts of all the hand organs that have perished of asthma for the last ten years must have returned together to utter a last shriek of woe. But we see that several of the papers speak of it as a new idea to make use of steam in this way. So long ago, that we cannot say whether it was eight, ten, or fifteen years it was announced that somebody in Germany had constructed a steam organ, that could be heard over a whole province. As no more was said about it, we presume that at the first exhibition, the enraged people of that muscal country, in utter desperation, mobbed the inventor, and demollished his "infernal machine"—a display of righteous indignation which we could not by any means censure, if it sounded at all like this steam 'Calliope.' It may be less intolerable than the old whistle, possibly."

MOST TREMENDOUS FEAT.—Miss Kate Cooke has announced for her forthcoming benefit at Astley's, that she will take a *flying leap over a lady in full dress*, and clear the entire body without touching a single flounce. The distance—measured from skirt to skirt—is calculated to exceed, by two or three yards, that of the longest leap on record. There are wagers to a considerable amount, both in sporting and equestrian circles, that the daring young lady will not be able to accomplish the difficult feat. She has been strongly advised by all her friends to abandon the foolhardy undertaking, and to jump over sixteen hoops, or half a dozen elephants, or a Greenwich hotel bill, or any other bulky ocject, instead.—*Punch.*

The British Squadron at San Juan.

The Daniel Webster brings accounts of the gathering of a large British fleet of war vessels at San Juan de Nicaragua, and more expected. A force of two hundred and seventy guns is already assembled. What do they there? What great blow is John Bull contemplating in that region, that he collects there so powerful a squadron? This question is likely to be keenly put in the United States, where jealousy of British designs in the Gulf is so pervading a sentiment with the people, and repugnance to them a ruling policy with our Government.

We hardly think that a menace is intended, although it has very much the look of a menace to the United States. The progress of negotiation at London is such that there is no doubt felt that all subjects in controversy, in regard to Central America, will be amicably adjusted. There was no need for such a demonstration, as preparatory to a failure to negotiate successfully. If there were not a certainty that peaceful arrangements are already made, and that they include the concession in substance of everything we have contended for in regard to the Clayton treaty, the assembling of such a squadron near our frontier, and at the spot where the scenes of difficulty are to be found, would be the surest means to break up negotiations altogether. The American temper would not yield a particle of its extreme demands while the British fleet lay for evident purposes of intimidation so near our frontier.

Perhaps, after making all the concessions which are recorded in the reputed adjustment in London, it has occurred to Lord Palmerston to parade his fleets in the Gulf, just to show us how ready he was to establish British ascendency at the disputed points, if he had pleased to be stubborn, and to soothe the world with the idea that it was magnanimity and humanity that he yielded his views to the American construction of the treaty. One thing is however very certain, that, unless the terms of settlement are already agreed upon in London satisfactorally to the pride as well as the interests of the Union, they will be suspended or obstructed by the presence of this force at San Juan, if unaccompained by the most ample explanations, that their purpose has nothing in it unfriendly to us, in any contingency. Our own inference is, that the controversy is over, and that the display at San Juan, besides being a little for grandeur, has purposes with which the United States are only remotely and indirectly concerned.

We are afraid that it has some relation to the war in Nicaragua, and that the British commanders are charged with direct or indirect assistance to the invaders. We know Lord Clarendon sympathizes with Costa Rica, and the indirect assistance he was willing to afford to that Republic before the breaking out of the war; and we know the hostility which the British Cabinet and the British press have manifested against the Walker ascendency in Nicaragua. We do not know the fact, but we have apprehensions that the presence of the British fleet at San Juan bodes no good to Walker. If it should turn out to be so, Great Britan could not have found a more effectual way of renewing distrust in this country of the sincerity of her disavowals of ambitious purposes in Central America, or of stirring up our Government and people to oppose and resist her more earnestly than ever before.—*Picayune of Wednesday.*

☞ Even when we get what we wish, still it is not ours. "I can do what I like with my own," said the Duke of Newcastle. "There is nothing your own," replied Lord Grossenor; "your vast possessions are only in your keeping for the good of all your fellow-creatures around you. And all you can claim is a crust of bread and a cup of cold water for your services." What a lesson! But the Duke didn't understand that philosophy.

Amassing wealth and calling it ours, is literally an absurdity. If we could still appropriate it, after "shuffling off this mortal coil," there might, nay, there would be some truth in the assertion; "but," as the poet observes, "the grave gainsays the fact!" All who play the grab game in the world, should cut out this paragraph, and preserve it as a *memento!* It would do them no hurt.

☞ The following singular advertisement has been inserted in the Kolner by the old Baron Van Hallberg, known as the Hermit of Gauding, who resides at the Castle of Hermanedorf, near Landshut:

"Two female readers whom I have lately had, have left my service to go to town to pursue their love affairs, not having any sufficient opportunity in my old castle. I therefore wish to find a well educated young lady, versed in French and English languages. Her sole occupation will be to read aloud, which will contribute to improve her knowledge of those languages. The salary is four hundred florins ($175) a year, and one hundred florins more if she speaks Italian. Besides this she will enjoy a good table, and strong Mocha coffee three times a day, but without sugar, as that addition spoils the coffee. Married ladies and old maids are not eligible. Whether she be Jewess or Christian is perfectly indifferent to me. I have also to say that my servants eat at the same table with myself, as all men have the same rights."

[From the Picayune of Wednesday.

California News.

We glean the following intelligence from the San Francisco papers received yesterday.

The steamship Sierra Nevada, from San Juan, arrived at San Francisco on the 20th of July.

We notice the following arrivals of shipping at San Francisco from Atlantic ports: July 5, ships White Swallow, Brown, and Lotus, Leckie, New York; 8, ship Goddess, Crowell, Boston; 14, ship Young America, Babcock, New York; 15, ship Sierra Nevada, Penhallow, New York; 19, ship Mastiff, Johnson, Boston.

The Alta California, in its summary of the news of the fortnight ending on the 21st ult., has the following notice of recent conflagrations in California, briefly mentioned in our San Francisco letter published last evening:

On the 5th of July, a most lamentable misfortune befel the town of Placerville. A fire broke out and destroyed one hundred and eighty-six buildings, which, together with other property, were valued at about $600,000. The town was nearly all burned, and Mr. Benham perished in the flames, while several others were injured. Collections for the sufferers are being taken in various places.

On the 8th, the village of Georgetown, Placer county, was consumed by fire, and the loss is estimated at $100,000. Seventy buildings were destroyed.

On the 12th, the town of Fair Play, El Dorado county, was burned, involving a loss of $70,000.

On the 16th, a disastrous fire took place at Marysville, and consumed a large number of buildings, valued at $160,000.

A despatch from Nevada, giving an account of the destructive conflagration at that place on the 19th of July, (noticed in yesterdays morning's Picayune,) says:

Every hotel, church, livery stable, printing office, and every business house, with few exceptions, were swept away. Out of twenty-six fire-proof brick buildings, but six escaped. The courthouse, recently completed at an expense of over fifty thousand dollars, was destroyed, with all the county records. It is estimated that over eight hundred buildings have been consumed. At least ten persons are known to have perished in the flames, besides those unknown and unheard from.

The following are some of the names known up to the present time to have been burned to death; P. Hendrickson, from Albany, N. Y.; A. J. Hagan, Louisville, Ky.; Jay Johnson, Buffalo, N. Y.; S. W. Fletcher, Massachusetts; Wm. Fenton, of Democrat office, Boston, Mass.; Henry Yates, Wisconsin; Wm. Wilson, and J. O. Thomas, Rochester, N. Y.; burned, since dead. The bones of others have been discovered.

Wm. F. Anderson, editor of the Democrat, and his brother-in-law, Geo. A. Young, are badly burned. It is impossible to give a correct estimate of the entire loss at present, but it cannot fall much, if any, less than two millions of dollars. A list of individual losses exhibits destruction of $750,000 worth of property, not to mention four churches, courthouse, &c. Such an unparalleled scene of destruction has never before been witnessed in the State. The few dwellings left on the hills round about are full of families, many of them having escaped with nothing from the flames.

Rough and Ready, San Juan, and Cherokee, have very liberally subscribed and made propositions for the relief of the sufferers. Though the once proud city of Nevada has been wiped out, her citizens are not of a kind to despair. The saw and the hammer are breaking the stillness of the Sabbath in various parts of the ruins. New buildings are going up among the cinders, and more are wanted for, and the lumber is arriving on the ground already.

The steamship Golden Age, from Panama, arrived at San Francisco on the 16th of July.

The San Francisco Herald, of July 18, has the following paragraph in relation to the overland emigration:

From a gentleman direct from the other side of the mountains, the Nevada Journal learns that there are upwards of a hundred families on the Truckee route, ready to make their entrance into California. The health of the emigrants is good, their stock looks well, and grass is abundant. The emigration is reported to be much larger than last year. The informant took a pack train over the mountains loaded with flour, to meet the emigrants, but found them well supplied with the article. He intends making another trip, loaded with groceries and liquors, in a few days.

☞ A model of a train for the Emperor of the French has been tried on the railway line between Paris and Tours. It consists of five carriages communicating with each other by a gallery. There is a drawing room and bed room; in fact, a complete set of apartments. Another new carriage for six people was also tried. It contains eight beds. A ticket, with the use of a bed, will cost double the ordinary fare.