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NEW-YORK TRIBUNE.

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GREELEY & McELRATH, Publishers.

NEW-YORK TRIBUNE.

Northern Ohio—N. W. Pennsylvania, &c.

Editorial Correspondence.

CHAUTAUQUE Co. N. York, May 26, '49.

I had repeatedly traversed the region lying South of Lake Erie and West of this County at various points, but generally from North to South, or on the several lines converging from Erie, Cleveland, &c. on Pittsburgh and Philadelphia.—This time I resolved to pass through it laterally, in such manner as to see as much of it as possible, especially of Connecticut's famous 'Western Reserve,' forming the North-Eastern corner of Ohio. Accordingly, I have just traveled over the Reserve in a zig-zag fashion from Cleveland south-easterly to Warren, the center of Trumbull County; thence North-Easterly to Ellsman, the north-east town of said County, thence north of east to the State Line and by Conneaut Lake to Meadville and through the greatest length of Crawford County, Pa. and a portion of Erie and Warren Counties into this State where the line is crossed by the Brokenstraw Creek, a branch of the Allegany River—a land-route of 160 miles.

The Western Reserve does honor to the State under whose auspices and by whose sons and daughters it was mainly settled. 'New Connecticut' is indeed the noblest monument extant of the steady thrift, the practical sagacity, the general morality of the Land of Clocks. There are some spots on its surface where individual cupidity was permitted, in the darker age now passing away, to monopolize large tracts of the untrodden soil and hold it out of settlement for an exorbitant price—such tracts remaining to this day in many instances an incubus and an exception to the general progress and prosperity. For the most part, however, the land was sold directly by the State's agents to her adventurous sons who had found themselves forestalled in the possession of the homes of their childhood, and had thereupon set off to battle with fortune in that Western wilderness which, though remote, was still connected with the old sod by a peculiar tie—was not, at all events, a land of strangers, being peopled and to be peopled almost entirely from the parent State. Something over half a century has passed since the settlement of the Reserve was thus begun; and now behold it! What a contrast between the clearings, the farms, the products, the dwellings and those of the settlements twice as old in Virginia and Maryland! How tidy and how plentiful are the school-houses, the places of worship here, compared even with those of Pennsylvania and Ohio! Glorious New-England! thou art the most conclusive refutation of the sophistries of Calhoun and Ellwood Fisher—the unanswerable argument for Free Labor and Free Soil!

Nature has been kind to the Western Reserve. Much of the land lies very level, and so is apt to be wet while covered with forest; but clearing and cultivation quickly overcome this. A good deal, but not as much, lies gently rolling, or rather sloping, and is only less fertile than the valleys and higher levels. The Cuyahoga, emptying into Lake Erie at Cleveland, seems to run mainly through a deep and not wide valley, whose sides are often steep; the Mahoning and other streams in the East which find the Ohio through the Beaver, run mainly through broad intervales, skirted by very modest hills if any. As a whole, the Reserve could hardly be more fertile without being less healthy; or less uneven in surface without a serious scarcity of springs and water-power. As it is, there is not sufficient water-power to saw the abundant timber of the remaining forest, and Steam-Mills are rapidly multiplying. They cost more than water-mills and require more labor to run them; but they cut fast and the slabs supply them with fuel. They are destined to cover this region.

I have seen tracts of more valuable timber, probably, than any here; but I never saw a whole region so usefully timbered as this. Such miles of tall and portly White Oak I never before passed; there is Oak enough about the Alleghenies, and again in Michigan and Illinois, but it is poor stuff beside this. Then there is abundance of Whitewood, each tree like a hogshead, with Cucumber, Chestnut, Ash, Elm and Sugar Maple at intervals—Chestnut and White Ash on the dry, warm soils, Elm and Black Ash on the cold, wet grounds; Oak and Maple almost everywhere. It seems but recently that the inhabitants have learned that such timber has marketable qualities—as, indeed, very little of it had until the Ohio Canal, piercing the Reserve from North to South, the Erie Extension skirting it on the East, with the Cross-Cut from this to that, created for them unusual facilities for reaching markets both ways. Many tracts which were recently dear at five dollars per acre would now be cheap at twenty-five, if estimated for the timber alone. And this value is likely to increase.

I think whoever on the part of Connecticut established her Land Office at Warren, and commenced selling and settling the wilderness from that point, evinced much Yankee shrewdness.—There are now many more populous towns on the Reserve, many better positions for Trade and Manufactures, but a finer tract of land than that about Warren is very rarely met with. It is level, fertile, mellow, beautifully timbered, and now dry enough, though doubtless too wet when the sunshine was first let in upon it. Aside from its proximity to Pittsburgh and the Ohio, I doubt whether a more inviting spot on which to begin settling could now be found on the Reserve if the whole were set back into its original wilderness.

Wheat-growing was once common on the Reserve, but is now rare through all that portion over which I have traveled. Sheep-rearing has been popular, but the low prices of Wool are discouraging and running out this branch of industry, and now Cheese and Butter-making is the general hobby. The high prices of Dairy products for two years past have richly rewarded the labor they demanded, and now stocks of twenty to fifty cows are as common as in our Orange or Herkimer County—probably more so. Nine-tenths of all the cleared land is divided between pasture and mowing, so that the Reserve will hardly raise its own bread this year. What Winter Grain there is promises well; Corn is hardly planted yet; Oats and Spring Wheat make no show above ground; but a thicker, ranker, greener growth of Grass is very rarely seen. Better grass land than this whole region, as far east as Cattaraugus Creek, or even Buffalo, I have never found.

—Crossing the line of Pennsylvania, you find substantially the same soil and timber, but unmistakable indications of another breed of men. The Grass is still green and abundant; but the cattle are fewer and poorer; the clearings are narrower and rougher; the fences are less uniformly good; the houses are smaller and older; the orchards are less common and less thrifty, while school-houses and churches are comparatively sorry and scattered. There are noble exceptions to these general characteristics, but these do not invalidate the substantial truth of the picture. The land is not so level as in the corresponding section of Ohio, and there are spots where it seems less fertile; but the advantage in Water, and I think in Timber also, is clearly on the side of Pennsylvania. The valleys of the Shenango, the French Creek, Brokenstraw and their tributaries are indisputably fertile; the hill-sides are sometimes too steep for continuous cultivation, but good for Grass, while the springs breaking frequently from their sides or bases fit them admirably for pasture; and above them the surface is level, the soil strong, and the adaptation alike to tillage and culture almost universal. There are some wet places alike on the higher and the lower levels, but all the former and many of the latter are rendered dry enough by simple clearing and tillage. Had Western Pennsylvania been included in 'New Connecticut,' it would now closely resemble it, whereas the difference is very striking. I think the average market value of farms and of wild lands in Trumbull County, Ohio, is twice as much, acre for acre, as in Crawford County, Pennsylvania. The reason is not found in the soil but in the cultivators.

There are exceptions to the prevalent aspect in Pennsylvania which illustrate this position. I traveled across two contiguous towns—Sparta in Crawford and Concord in Erie County—which, on the route I traversed, appeared fully as well as any ten miles in Ohio, save the natural difference on account of older settlement. Sparta appears to have been considerably settled for some thirty years past; Concord about twenty, though by far the larger portion of tilled land must have been cleared much within this period. More gentle and beautiful slopes I never saw, and the levels on their summits were spacious and dry, while through the valleys at their bases clear, spring-born brooks run singing and laughing to French Creek on the one side and the Brokenstraw on the other. And those slopes and levels showed a generous soil, and were richly covered with Grass and Grain—a greater proportion of the latter than I had met at almost any point in my travels. If all the town of Concord is equal to that part of it I saw, the owners of its soil should be contented men. Nearly all North-Western Pennsylvania is like, though it is not generally equal to this; while its connection by Canal and Lake navigation with Pittsburgh and the Ohio on the South and with Buffalo and New-York at the East afford rare facilities to its cultivators. A great quantity of Timber, Plank, Boards, Shingles, Staves, &c. is annually rafted down the creeks and thence by the Allegheny and Ohio to the growing cities on their banks. The Lumbering Business is very uncertain in its returns, but this year they have been good. The high price of Cattle, Butter and Cheese as well as Lumber, is enabling this people—I mean those who are industrious and frugal—to clear their lands and pay off their debts with unusual rapidity. The population of North-Western Pennsylvania is fast increasing, and yet three-fourths of the land is still covered with the primal forest, and good tracts may be bought here, all things considered, cheaper than in Illinois or Wisconsin.

—Chautauque County—the Western extremity of our own State—closely resembles the region I have been describing, so I need not reiterate. Its cultivation is better than that of the neighboring district of Pennsylvania, but not equal to that of Ohio on the other side. Under the impulse given by the Dairy business, to which it is wisely becoming more and more addicted, it is now rapidly increasing in wealth and population. The completion of the Erie Railroad will bring it within one day's ride (instead of two at present) of New-York, and greatly contribute to its prosperity.

—But the summons is given; the wagon which is to bear me on my first stage toward New-York is at the door. My next sleep must be in Buffalo, where I greet again the fleet iron horse, and hasten by his aid to resume my daily labors; so, Land of the West! adieu! H. G.

BY TELEGRAPH TO THE NEW-YORK TRIBUNE.

The Late Forgery Case—Further Developments—Navy Officers, &c.

BALTIMORE, Friday, June 1.

The Norfolk papers of yesterday say that Woodward's case of forgery had been brought before the Mayor, when twenty more forged notes were produced, making over $7,000. It is said that twelve more will be produced, making a total sum of $10,000. The character of Woodward has heretofore been good.

The United States steamer Water Witch, Lieut. Totten, arrived at the Navy Yard yesterday from Washington.

The U. S. steamer *Mississippi* was commissioned yesterday and sails in a few days for the Mediterranean, under command of J. C. Long. Lieut. Bushrod W. Hunter has resigned his commission in the Navy, in consequence of a refusal of the Secretary to transfer him from the *John Adams*, to which he had been assigned.

No other case of cholera has been reported in the city.

Health of the City of St. Louis.

ST. LOUIS, Thursday, May 31—P. M.

Five cemeteries have made a report to-day of 16 interments: four of the deaths were from Cholera. The disease is disappearing.

Loss of the Ship London of Salem—Railroad Accident.

BOSTON, Friday, June 1.

The ship London, of Salem, from New-Orleans for Boston, went ashore at 11 o'clock, A.M. yesterday on Nansett Beach. The ship will be a loss, while the cargo, consisting of 2,500 bbls pork, will be saved. The latter is insured in this city.

The New-Haven cars yesterday ran over and killed an Englishman named Williams at Southboro'.

Board of Health.

SANITARY COMMITTEE—Friday, June 1.

Dr. Geer, resident physician, reports that eight new cases of Cholera have occurred since his report of yesterday, four in private practice and four in the Cholera Hospital—four of which have proved fatal.

[Signed by the Sanitary Committee.]

CITY ITEMS.

FRIDAY, June 1, 1849.

ANOTHER CASE OF CHOLERA.—A man named Daniel R. Morris was last evening found in James-slip suffering from severe cramps in the stomach, which was supposed to be the Cholera. He was sent to the Cholera Hospital.

LEFT AND FOUND.—About 4 o'clock yesterday afternoon, a woman left a female child, about 6 weeks old, at the house of Mrs. Anderson, No. 117 Lewis-st, after which she left in a great hurry. The woman was pursued but not overtaken. The child was sent to the Alms-House. Officer Kent of the Ninth Ward, last evening found a male child about a week old in the area of house No. 447 Perry-st. It was taken care of preparatory to being sent to the Alms-House.

FIRE.—About 2½ o'clock this morning, a fire broke out in the bake-house of Joseph Brown, in the rear of No. 311 Delancey-st. It was extinguished with trifling loss.

☞ The flags of the shipping in port are at half-mast to-day, as a token of respect for Capt. PAUL A. OLIVER, whose death was announced this morning.

RESCUE.—Officer Waterbury, last evening, rescued a boy from drowning at the foot of Walnut-st.

STEAMER EMPIRE.—The body found last Tuesday near Newburgh is that of John McBride of that village. He has left a wife and large family. The Coroner's verdict is "accidentally drowned." Many supposed he was one of the persons wrecked in the steamer, but he was been missing for two months, and when last seen was intoxicated. He probably tumbled into the river from one of the Newburgh wharves. Mr. Burden of Troy has been examined by the Fishkill Jury, whose verdict has not yet been rendered.

MAP OF NEW-YORK.—Messrs. Ensign & Thayer, 50 Ann-st. have sent us a new map of the State, very handsomely colored and mounted, and of a convenient size for business men. It is colored by towns, and is furnished at the low price of $2 50. It is admirably executed in every respect, and makes quite an ornament to our sanctum.

Ship Building in New-York.

While the question of a radical change in the navigation laws of England, its expediency, is agitating the British community, the following statement will give our readers some useful information as to the extent of ship-building in New-York:

Of 1,536 vessels built in 1846-7, the greatest amount of tonnage (63,549 tons) was built in the State of Maine. Only 37,591 tons were built in this State, on the seaboard. This year (1849) New-York will probably build a larger amount of tonnage than any other port in America. Great animation prevails in her ship yards, which are situated principally on the East River.

At Williamsburgh.

In the ship yard of *J. Williams & Co.* North-Sixth-st. the keel was laid a month ago, of the largest merchant ship ever built. She will be launched in the Fall, and employed in the New-York and Liverpool trade, as a packet. Williams & Co. are building her for Frost & Hicks, and Capt. Page is to command her. Her length on deck is 205 feet, width 43 feet, depth 30 feet, and her tonnage about 2,000 tons carpenters' measurement.

The same builders have on the stocks a bark of about 500 tons burden, which could be launched in three weeks, but is not yet sold. Her length is 133 feet, width 30, depth 15½.

The only other ship yard in Williamsburgh where we found vessels on the stocks, was that of *Perine, Patterson & Stack*, a little lower down than that of Williams, but both of them above Grand-st ferry.

Messrs. Perine & Co. have on the stocks:

1. A steam Ferry-boat for the Grand-street Ferry, which can be launched in about a week. Its length is 125 feet, breadth 32 feet, depth 12 feet, burden 350 tons. It is the last of six ferry steamers, built by P. & Co. for the new Company, of which three now plying at Peck-slip, are each 145 feet long, 33 wide, and 12 deep; burden 400 tons; the other three are 20 feet shorter. The cost of the six is stated at about $200,000.

2. The *Jasper*, a bark, will be ready for launching in about ten days. She belongs to Wakeman & Sherwood; is intended for the Charleston trade, and her burden 400 tons. Her length is 120 feet, width 30, depth 17.

3. Another vessel on the stocks measures 1,200 tons, is a regular three-decked ship, and owned by Richardson & Watson. She is to be employed as a Philadelphia packet; will be launched in July. Capt. Stotesbury is to command her; and her dimensions are, length 175 feet, depth 29 feet, breadth of beam 39 feet.

4. Another regular three-decked 1,200 tons ship, intended for the New-York and Liverpool trade, and to be commanded by Capt. Farren, is building for Harbeck & Co. Her size is, length 175 feet, width 39, depth 29—will be launched next September.

On the East River, in City.

There is a large steamboat on the stocks at foot of Eighteenth-st. in *George Collier's* yard, supposed to be intended for a Troy and New-York North River boat, and will probably be launched in August—length 350 feet. The keel of a schooner is laid in *Thomas Collier's* yard at foot of Twentieth-st.

At the ship yard of *Wm. H. Webb*, East River, there are three vessels on the stocks:

1. A Havre packet owned by Capt. Robinson of Newburgh, and to be commanded by Capt. Richardson of the 'Duchess of Orleans'—a three entire decks ship, 167 feet long, 39 wide, and 27½ depth of hold. She will be ready for launching next September.

2. Another three-decked ship, 190 feet long, 40 beam, and 28 deep, is for Grinnell, Minturn & Co. and to be sailed by Capt. Delano, now of the Patrick Henry. This large packet will probably be launched next September.

3. A two-decked ship, for Schuschart & Gebhard, to be sailed by Capt. Edwards, and employed in the Amsterdam trade. Her length is 135, width 31, depth 19½.

4. Webb is about to lay the keel of a 1,300 to 1,400 tons ship, a Liverpool packet, for Charles H. Marshall & Co. to be commanded by Capt. Thomas Cropper—Her dimensions will be 180 feet long, 39 breadth of beam and 28 depth of hold.

A ship was launched from Webb's yard two weeks since, named the 'James Drake.' She is owned by Spofford & Tileston, to be sailed by Capt. Smith, late of the Christoval Colon, goes into the Havana trade, and measures 600 tons.

Webb is adding to his ship yard the premises recently occupied by Bishop & Simonson: it extends from Fifth to Seventh and fronts on Lewis-st. Bishop & Simonson last Tuesday week launched the ship 'Mechanics' Own,' destined for California, under Capt. Jos. Adams. A Mining Association go out in her. She lies over at Jersey City.

There is a great and seemingly *just completed* in this part of the City about defective WHARF accommodation between Stanton-st. and Twelfth-st. Dry Dock. If individuals do not choose to build, the Corporation can, and it would be profitable to do so. Proposals for a pier at foot of Sixth-st. were issued last Fall, and why is it not progressing?

The *Atlantic* and *Pacific*, afloat, the first near the Novelty Works, and the latter below Grand-st. are among the leviathans of New-York naval architecture. They are furnishing employment for numerous classes of mechanics and tradesmen whose aid is required to fit steam-packets for the Atlantic trade. If Ewbank's new invention of an improved paddle-wheel, which is about to be tested at the expense of the United States, succeeds in giving additional power to steamers, and thus shortening voyages, the competition between vessels propelled by steam, aided by sails, and our sailing vessels, will be rendered more favorable to the former.

Lawrence & Sneden have rebuilt the steamer *Empire State*, owned by R. Borden & Co. built at Fall River, and to ply between it and this City—all is new except the hull. She is 300 feet long, 30 wide, 13½ deep, her burden is 1,600 tons, and she is afloat and nearly ready to begin her trips. L. & S. are also at work on a little steamboat for Capt. R. B. Forbes of Boston, which is to be taken to pieces, sent to China, and to ply there between Whampoa and Canton. Her length is 100 feet, width 18, hold 7 or 8.

At foot of Ninth-st. afloat, are the *Ohio*, a Government steamer, built by *George Law*, and her mate the *Georgia*. These are vessels of about 2,000 tons burden. Near them lies the *Empire City*, built by *W. H. Brown*, a steamer of 1,800 tons, and intended for the New-Orleans and Havana trade. Charles Morgan is her owner.

W. H. Brown has on the stocks, in his ship yard foot of Twelfth-st. (near the Novelty Works,) a steam packet, to be launched next fall; her length is 275 feet on the keel, depth 32, beam 46. We were told that she was for E. K. Collins & Co.

In front of Brown's ship yard, on Tuesday last, lay the mammoth steamer *New World*. She is to be placed on the North River day line, with the *Hendrik Hudson*, and to be commanded by Capt. Stephen Roe. Her owner, Isaac Newton, told us that her length is 382 feet, breadth of beam 37½, depth 10. She was to take a trial trip last Wednesday, and is surely the largest river steamer ever built. Her wheels are 46 feet in diameter, the engine 76 inches, with 15 feet stroke. Brown built her; Secor made her engines; no expense has been spared in finishing her. The painters, upholsterers, &c. are still at work, and the ladies' saloon is really a lovely place. Had Aladdin's Genie been bidden to construct a *New World* he would have deserted as a slave of the lamp in mute despair. Her lower cabin att seemed rather dark, but doubtless the tasteful artists who built such a charming floating palace will leave nothing imperfect.

The large steamer *Franklin*, built for the Ocean Steam Navigation Co. is afloat near the Novelty Works, but still unfinished. She has been sold to Fox & Livingston.

In *Jacob Bell's* yard, foot of Stanton-st. two vessels are on the stocks: 1. A steam packet 275 feet long, and in other respects of the size of the *Pacific*—say 46 beam and 32 hold—but with alterations forward and aft in upper line. She will measure some 2,800 tons, and is just begun. Her heavy castings are to come from the West Point foundry. It is said that she is for E. K. Collins & Co. and to be commanded by Capt. Edward Cook, now of the Siddons. 2. A vessel 175 feet long, 46 wide, and 21 depth of hold, to run in the India trade, Capt. Palmer commanding. Her owners are A. Low & Co. and she will be launched in six or eight weeks.

Smith & Dimon are now building, and will launch in three or four months, a 600 tons ship for the India trade: owners, J. Goodhue & Co.; length about 135 feet, width 32, depth 18.

Westervelt & Mackay, Seventh-st a few days since, launched the *Southampton*, 1,500 tons, to run as one of John Griswold & Co.'s New-York and London packet line. She is to be superbly fitted up, and commanded by Capt. Morgan, an experienced officer. With the *Southampton* was launched the bark *Powhatan*, for the Mediterranean trade. She is 128 feet long, 28 wide, and 18 deep—Chamberlain & Phelps owners. W. & M. are about to lay the keel of a ship for Taylor & Rich, and of a steamer for Capt. Skiddy.

Over at the Navy Yard, Brooklyn, a large steam vessel is in progress of construction for the Government. The reader will perceive that a very large capital is invested in ship building here, and that it gives employment, directly or indirectly, to a great number of our citizens.

GLEANINGS FROM FRENCH JOURNALS.

[Translated expressly for The Tribune.]

LAYING THE CORNER STONE OF THE LODGING HOUSES BY THE WORKMEN'S BUILDING ASSOCIATION.

The corner stone of the CITE OUVRIERE, a block of model lodging-houses, of which *The Tribune* has given a description, was laid on the 6th of May, with imposing solemnities, in the presence of a large throng of spectators. The spot was decorated with the national colors, and tents were erected for the shareholders in the enterprise. The street was crowded with people, awaiting the arrival of the President of the Republic and the Archbishop of Paris. A battalion of the National Guard kept the line and two bands of music performed national airs, which were accompanied by loud cheers of "*Vive la Republique, vive la Republique Democratique et Sociale*," and "*Vive la Republique Romaine*." The Archbishop made his appearance about noon, and was received by the Mayor of the Second Arrondissement. The President was impatiently expected. At last the Mayor of the First Arrondissement arrived, and announced, in behalf of the President, that he was unable to attend the ceremony, because urgent business required his presence at the session of the Cabinet. The services then commenced. The Archbishop pronounced a discourse, which was received with the liveliest demonstrations of applause.—"The working men," he said, "must have hopes in this world, as well as in the future." M. Cheneault then spoke in behalf of the associations. "The laborers," said he, "hope that this experiment will be sufficient to demonstrate that they can accomplish the labors which are the necessary conditions of their existence, and that after this demonstration, nothing will prevent them from enjoying the fruits of their own property, which is labor." M. Chabert, the founder of the experiment, then addressed the Archbishop: "When your sainted predecessor received his mortal wound before the barricades of June, he uttered the hope that his blood might be the last spilled in our civil wars. For the prayer of the noble martyr to be answered, the oppression which kills must be succeeded by the charity which makes alive; fraternity must cease to be a vain word and become a social virtue; the bloody contests of the street must give place to the sincere and generous realization of the words of Christ, 'All ye are brethren; love one another.'"

At 1 o'clock the benediction of the corner stone was finished, and the Archbishop was conducted home by the civil authorities and the chiefs of the enterprise, while the streets resounded with the music of the *Marseillaise* from the military bands.

ELECTIONEERING IN PARIS.

The reaction men have got up a new electioneering trick to defeat the election of their adversaries. They spread the report that they have died of the cholera. It is chiefly the members of the Mountain party who are attacked by this scourge of the Rue de Poitiers. This honorable maneuver may be called stealing the epidemic.

AN HONEST OPERATION.

The citizen C. manufacturer of silk, who, after the Revolution of February, stopped the whole of his looms, on the pretense that he had no money, and that confidence was destroyed, and at the same time bought a large quantity of silk for cash, boasted in the Lyons coach that he had made 250,000 francs by the transaction, and at the same time was laughing at the Democrats, whom he did not hesitate to brand as thieves and low fellows. This gentleman of course is one of the most furious members of the "Society of Order," and an agent of the Secret Committee.

☞ The death of M. Dupont (de l'Eure) was erroneously announced in the *Gazette des Tribunaux* of May 5. The veteran republican was ill for a few days, but was perfectly restored.

☞ M. Leclaire, the celebrated house-painter, whose substitution of zinc for white lead was described in a recent number of *The Tribune*, has been nominated as a member of the "Legion of Honor."

ALGIERS.

The erection of schools and private houses among various tribes is going on briskly. The work of building among the tribes of Milianà employs at this moment 180 European mechanics and 500 native laborers. The model farm of Orleansville has native pupils who have already learned to prune trees, and to work in the vegetable gardens. The Aga Bow-Medin has had the best of luck in this line. With the aid of a French gardener, whom he employs, he raises the finest vegetables and has planted over 1,500 trees. Several villages are in course of construction among the tribes about Orleansville. Baths have been established in the city, and painters and carpenters carry on their trades.

☞ The Abbé Chatel who gained some notoriety, a few years since, by his attempts to establish an independent French church, has been arrested for seditious practices. A great number of papers, lists, models of circulars, &c. were found at his residence, where he has recently been in the habit of haranguing the military on the duty of insubordination and resistance to discipline.

Murder in Lockport.

Correspondence of The Tribune.

LOCKPORT, May 29, 1849.

A German, whose name I have not learned, was killed in this village this afternoon in the vicinity of a house of bad repute. It appears that an abandoned female attacked him with a club and at the same time set two large dogs at him. One of the dogs opened the main artery of his leg, which caused death.

Yours, in haste. G. R.

The *Lockport Courier* says, in regard to the above, that the man's name was John Oltch, and that Mrs. Conelly, a vicious and depraved Scotch woman, perpetrated the outrage. Both the woman and the deceased were intoxicated. The outrage occurred in open day, and in view of several persons, who seem to have witnessed the affair with perfect indifference. The woman was assisted in her work of death by her dog, who appears to have shown nearly as much brutal depravity as the woman. Oltch was horribly torn and mutilated, and we have not as yet learned whether the injuries inflicted by the dog or by the woman were the immediate cause of death.

Taking the transaction as a whole, it is most discreditable to the character of the place. If we are rightly informed, something like an hour elapsed from the time the dog commenced worrying the deceased until he was finally dispatched. It is also said that several persons were witnesses of the whole affair, without attempting to arrest the torture and butchery—seeming to regard it as quite an amusing incident. Mrs. Conelly is in prison.

Appointments by the President.

WASHINGTON, Thursday, May 31.

Orlando Brown of Kentucky, Commissioner of Indian Affairs, from the 30th June next....Robert L. Kennedy, Marshal of New-Jersey....Elisha Whittlesey, of Ohio Controller of the Treasury....Lawrence P. Crane, Attorney for the Western District of Louisiana, vice Mr. Ogden, declined....Lansing B. Mizner, Register of the Land Office, at Detroit, Michigan.

BY THE SECRETARY OF THE INTERIOR.—Wm. S. Wallace, Pension Agent, Springfield, Illinois, from the 30th June next. [Phil. North American, 1st.

LOUISIANA.—Gen. DECLOUET has accepted the Whig nomination for Governor. His letter of acceptance closes thus:

Defeated, my only source of regret will be the fear of having been unequal to the glorious mission confided to my hands, and of having thereby been an obstacle to its triumph. Successful, I shall endeavor to supply numerous deficiencies by the more constant and watchful attendance to my duties, by the strictest impartiality, and by an ardent and never-ceasing devotion to the best interests of Louisiana.

ANNEXATION.—*The Times* contains a report of Earl Grey's speech on the conditional repeal of the British Navigation Laws, as delivered in the House of Peers, in which he is made to predict an early annexation of Canada to the United States. Colonel Bruce has written a note to the *Montreal Herald* stating that the Governor General "has received a communication from Earl Grey, in which his Lordship states that he has been misrepresented in that portion of his speech on the Navigation Laws, which you have quoted from *The London Times*. The expression that the measures of these Provinces with the Mother Country was drawing rapidly to a close' being the very reverse of what he actually said."

ADDITIONAL LEGAL TRIBUNAL IN UPPER CANADA.—The two Houses of the Legislature have agreed to a bill, which is probably now a law, to establish an additional Superior Court of Common Law, and also a Court of Error and Appeals in Canada West. The present Court of Chancery there was created in 1837, chiefly for the purpose of giving a Judgeship to Mr. Jameson, in order that his lucrative office (the Attorney-Generalship) might be given to Mr. Hagerman. We hope that some better reason than an apology for creating half a dozen or a dozen additional lucrative offices to the Ministry and their relatives, as havens of refuge, has influenced the authorities in their new Court measure. New-York gets along with one Superior Common Law and Equity Court. Does Upper Canada require three? As to the Appeal Court, it needs reform, but whether the change made is a reform, remains to be seen.

POLICE COURT.—Capt. Fairchild of the Eighth Ward Police and Officers Miller and Jenkins last evening arrested a Mrs. George, on a charge of keeping a disorderly house at No. 105 Mercer-st. She was detained to answer the charge.

FROM TEXAS.

Farther Indian Depredations—Murder of Families—Women and Children carried into Captivity—Call upon Mexico to Protect our Settlements.

We find the following details of the disastrous news from Texas (which we briefly published by telegraph in *The Tribune* of Thursday) in the *New-Orleans Patriot* of the 24th ult.:

By the arrival here yesterday of the steamship Globe, Capt. Eliry, from Brazos Santiago the 19th and Galveston the 21st inst. we have received the *Brownsville Flag* of the 16th and the Galveston papers to the 21st, inclusive.

We deeply regret to learn that, from the exposed state of our Texas frontier, no troops of that branch of the service which is alone adapted to cope with the ferocious tribes of wild Indians in that region of country being available, an irruption of Camanches has lately taken place, attended with the most awful destruction of life and property among our defenseless fellow-citizens. The following, from the *Brownsville Flag* of the 16th inst. tells the melancholy tale:

On Thursday last our town was thrown into great excitement by the arrival of an express from Palo Alto, announcing the startling intelligence that a numerous and formidable band of Indians had just made a descent upon that place, and had already committed many acts of slaughter and savage barbarity. The stage from Point Isabel had been intercepted, and the proprietor, Mr. Bangs, and Mr. Lombardo, a passenger, were taken prisoners. A train of transport wagons had also been captured between Brownsville and Point Isabel, containing much valuable merchandise.

Such of our citizens as were able to procure horses speedily repaired thither, but their numbers were too small to do more than defend the settlement of Maj. Taylor; pursuit was impracticable. The commandant at Fort Brown, Col. Morris, likewise dispatched in wagons some thirty infantry—all his disposable force, leaving only a guard at the fort—but their progress was too slow to avail anything against a foe so wily and well mounted. There were no mounted men in the garrison. Before the arrival of this force the foe had retired; not, however, until they had perpetrated acts of savage barbarity, the mention whereof causes our blood to curdle.

But partial accounts have reached us of the acts of these savage marauders. Dorotea Zamora, a most estimable citizen, we regret to learn, is among the slain. Mr. Zamora had just declared, under the Treaty, to become an American citizen. One of Mr. Zamora's sons was killed at the same time, another badly wounded, and his daughter, a girl about 14 years of age, carried into captivity. At the rancho Santa Gueya two men were killed, and a woman and two children taken captive. From the rancho de los Indios, Mrs. Willsey, the wife of Capt. Benjamin Willsey, his brother and sister-in-law were carried off captives. One of Mr. Willsey's children perished in trowing her children, and did so for some distance, regardless of savage menace, when the Indians, seizing her, tied her hands behind her, pierced her with their lances and arrows, and left her on the ground weltering in her blood, as they supposed, dead. This poor woman, however, succeeded in reaching a neighboring rancho in a most shocking and mutilated condition, and is now, we understand, a maniac.

The destruction of property on this river has been immense. We learned today of the loss of seventy horses by one gentleman. We are rejoiced to learn of the escape of Mr. Bangs and his companion from captivity. They were, however, reduced to a state of nudity.

The foregoing is but a faint outline of the acts perpetrated within the last few days by the Indians in this vicinity.

The position of our officers on this line is truly painful, placed as they are upon an exposed frontier, without the means of affording that protection which their position implies as a duty.

Immediately the intelligence arrived at Brownsville, the following correspondence passed between the civil authorities of that town and Gen. Avalos, the military commandant at Matamoros:

BROWNSVILLE, May 18—8½ P. M.

DEAR SIR: Learning that you are desirous to aid us in driving the Indians from the neighborhood, and our garrison containing no troops except infantry, when it is necessary to have mounted dragoons, we beg to accept your kind and generous offer to furnish us with a party of dragoons for the purpose of forcing the Indians off from farther attacks on our neighbors.

The garrison at Fort Brown has already sent out a party of infantry soldiers; besides, several of our citizens, some twenty in number, have also gone out on the same errand; we fear these dragoons, if they be expected, and that nothing can be accomplished unless a force of dragoons be sent out above to cut the Indians off upon their retreat to their nation.

Your kindness and attention in this matter, which we learn has been promptly volunteered by yourself, will ever be remembered by Your obedient servant,

I. B. BIGELOW,
Chief Justice of Cameron County, Texas.

To Gen. F. Avalos, commanding Mexican troops, Matamoros, Mexico.

BROWNSVILLE, May 18, 1849.

DEAR SIR—We, the undersigned, citizens of this place, appointed a committee to wait on Col. Morris, to ascertain whether he would regard it as an infringement on your part, with command, by rendering us some timely assistance, owing to the sudden descent of Indians, take this occasion to say that we did call accordingly and that Col. Morris stated that, if the citizens desired it, inasmuch as he had no cavalry, he would throw no obstruction in the way of your proffered assistance, nor would he regard it as an interference with his command.

CORNELIUS PETERSON, R. W. MACKAY,
J. J. JACOBS, J. M. ABRAMS,
F. MAXAN, G. GOODMAN,
J. HOWLETT, ROBERT B. GAGE,
JOHN E. GAREY.

To Gen. Avalos, com'g Mexican troops at Matamoros.

BANK OF THE RIO GRANDE—12 o'clock at night.

DEAR SIR—Your note, requesting my assistance with a party of cavalry to act against the Indians, has been received.

I am now ready and disposed to furnish you and so much with all the force of which I can dispose; but I have to observe to you that I cannot move any of them without receiving a communication from the military commandant of your department, authorizing me to pass troops from Mexico to the other side of the river, as it would be to furnish reason of complaint, or compromise me, when my objects to comply with my duty as a soldier, and fulfill that of good neighborhood.

In such circumstances I have only to say that I am waiting with my troops on the shore of the river for your answer to your requests, and for the above mentioned authorization, which I consider indispensable to enable me to furnish the requisite force, notwithstanding my good disposition to do so.

Taking the opportunity to assure you of my high consideration, I remain yours, &c. FRANCISCO AVALOS.

To Hon. I. B. BIGELOW, Chief Justice Cameron Co.

BROWNSVILLE, May 11, 1849.

SIR: Your communication of this morning has just been received, in which you are pleased to say that with the written authorization from the commandant of this department, the necessary force is at our disposal.

The commanding officer of this department declines any interference in the matter—thus placing it out of our power to accept the use of your cavalry.

Be pleased, sir, to accept our thanks for the prompt manner in which you have answered our communication, and the best wishes of our fellow-citizens for your health and happiness.

I am, dear sir, very respectfully, your obedient servant,

ISRAEL B. BIGELOW,
Chief Justice of Cameron Co.

To Gen. FRANCISCO AVALOS, Matamoros, Mexico.

We learn that a few hours after the call the Mexican cavalry, well equipped, were waiting on the bank of the river for the military commandant on our side to sanction their crossing, and remained there several hours, but in consequence of the decision of the commanding officer at Brownsville, they could not interfere.

The whole of the American population in the valley of the Rio Grande are in a state of extreme agitation, and the following petition is in circulation among them for signature:

To his Excellency Gen. Z. Taylor, President of the U. States:

This memorial of the undersigned citizens of the United States, residing upon the Rio Grande frontier, respectfully represents: That your memorialists, confident in the hope and expectation of being protected in their lives and property, settled in this remote country, with a view to follow the peaceful avocations of life, and to reap the reward incident thereto, and a well-ordered state of society—

That while reposing full confidence in these considerations, we have suddenly been beset and surrounded by numerous hordes of savage and merciless Indians, whose experiness and mercenary disposition in war are proverbial, and whose facilities for descent and retreat are without a parallel.

That for three months past we have been warned of their approach, by reports of the most barbarous and revolting murders and excesses committed upon the peaceful and defenceless inhabitants throughout the valley of the Rio Grande; that, in view of the impending exigency, your memorialists had hoped that those officers in command of forces in Texas, and particularly the General commanding the Eighth Military Department, would have taken the necessary measures to avert these dire calamities.

That instead of which, and the inhabitants of the country being for the most part unarmed, these merciless marauders have prosecuted their atrocities to our very doors; and within our immediate vicinity have committed several murders, carried women and children into captivity, pillaged numerous plantations of stock, and at length possessed themselves of a train of wagons, loaded with merchandise, on their way from Point Isabel, which was destroyed, the teams driven off and the proprietor robbed to his last shirt.

That your memorialists have in vain applied to the commanding officer at Fort Brown for aid; he has no mounted men, nor arms for