ing, $20; book debts, $653. Total, $2,678. The expenses comprised $680 paid for wages, and $567 for oil, repairs, and management charges, leaving a balance of $1,431. This balance was sufficient to pay a dividend of 17½ per cent on the capital, but it was considered advisable to divide only 7½ per cent, and devote the remainder to a reserved fund to provide for the replacement of capital, for it cannot be expected that implements in constant use will last forever.

Having exhibited the financial results of the Company, we will draw attention to the benefits derived by the agriculturist in adopting steam as a medium of cultivation. The leading shareholders in the Company are farmers, who speak in the most flattering terms of its success. The Chairman, Mr. Johnson of Chevet, one of the leading practical farmers of England, says, "The success which had attended steam plowing hitherto, afforded complete proof of its superiority, and as the farmers became aware of its merits, he was quite certain it must ultimately become generally adopted; for the simple fact that they might safely reduce their team of horses, and thus ultimately become great savers." Mr. Addie, who appears to be one of the leading spirits of the Company, with a keen appreciation of the peculiar privileges of Englishmen, remarked that it was impossible to find a loophole in which a complaint could be lodged. The result of plowing by steam he considered to be far better than by horse power, "as it made deeper furrows, and therefore gave better facilities for good drainage and improved crops." He admitted that they had many existing prejudices to overcome, but they were rapidly disappearing as the advantages of steam cultivation were better known. The plow adopted by the Company is that invented by Mr. Fowler, who was present at the meeting and seemed highly gratified at the results of his invention.

Though the Company undertake thrashing by steam, they do not appear to have yet developed that part of their plan, and this branch has consequently contributed but little to their profits.

We see no reason why companies like this should not be formed in all our agricultural districts with mutual benefit to the capitalist and the farmer. A recent article in the Royal Agricultural Society's Journal proves by a great number of reports that steam tillage is cheaper, more expeditious, and more efficient than horse tillage. It is especially adapted to stiff lands, which can be worked by the steamplow at a time when horses could not work upon them. The soil is not only more thoroughly and exactly cultivated, but the work which the steamplow can accomplish in a day is equal to the combined power of from 20 to 30 horses; the farmer is thus enabled to take advantage of fine weather, and the steam-horse only saddles him with the expense of sustenance during the time that it is at work.

SCIENCE AND ART.

American Institute Polytechnic Association.

A regular meeting was held at the Cooper Union building on Thursday evening, March 24, S. D. TILLMAN, esq., presiding. During the hour devoted to the examination of new inventions and discoveries, the CHAIRMAN read the following interesting summary:

BODILY WORK AND WASTE.

Under this title, the Popular Science Review illustrates the great truth, established by modern research, that every manifestation of physical force involves the metamorphosis of a certain quantity of matter. Its facts regarding the daily work performed by the ordinary human being are chiefly furnished by the investigations of the Rev. Prof. Haughton of Trinity College, Dublin, who asserts that there is a definite relation between the amount of force exerted and the amount of urea generated. The urea formed daily in a healthy man, weighing 150 pounds, fluctuates from 400 to 650 grains. Of this 390 grains are the result of vital work; that is, of force expended in the motions of the digestive organs and the heart, and in sustaining the temperature of the body at a uniform rate. This amount exceeds all other force generated and expended in the system, and is equal to that required to raise 769 tuns one foot high. In addition to the mere act of living, the working man undergoes bodily labor equivalent to lifting 260 tuns one foot high daily, which requires the formation of 77.38 grains of urea. The force expended in two hours hard mental labor involves an expenditure of power equal to lifting 222 foot tuns, and a generation of urea weighing 88 grains. Thus we have the total formation of urea during 24 hours amounting to 463.38 grains, for which there is expended force equal to 1,191 foot tuns.

The CHAIRMAN added: Urea is a colorless substance which by slow evaporation crystallizes in four-sided prisms. It consists of 2 atoms of carbon, 2 of nitrogen, 2 of oxygen, and 4 of hydrogen. Its rational formula has not been definitely settled. A little more than 46 per cent by weight consists of nitrogen. It is through this important compound that nearly all the nitrogen of the exhausted tissues of the body are removed. According to Becquerel, there is an excess of urea formed in the male sex in the ratio of 17 to 15. Although the amount depends somewhat on the nature of food, Lehmann discovered long ago that strong exercise of the bodily powers increased its excretion. Urea was first made artificially from inorganic substances by Wöhler. By the addition of two atoms of water, urea is changed to the carbonate of ammonia, and thus becomes a valuable fertilizer.

SOLUBLE BLUE DYES.

Mauve and other color compounds of the aniline class obtained from coal tar are but slightly soluble in water. M. Clavel has patented in France a process for rendering them more soluble. He dissolves the dye in forming sulphuric acid, and then pours the solution into water, through which a current of steam is passed. It is then precipitated by an alkali or common salt. The coloring matter, which collects in flocculi, is washed and dissolved in boiling water, and is then ready to be used in dyeing.

ORBITS OF BINARY STARS.

Prof. Kirkwood, in Silliman's Journal for March, directs attention to the fact that the orbits of Binary Stars, so far as observed, are much more elliptical than those of the planets. Of the whole number of apparently double stars known to us, about 6,000, no less than 650 have changed their relative position. The almost circular path of planets around the sun and the extremely elliptic motions of the self-luminous stars are both accounted for by the theory of La Place, as explained by Prof. K. For if a mass of nebulous matter in which the process of condensation has commenced has a very slow rotation, and if, instead of a *single* center of attraction, *two* distinct nuclei be formed, the consequence may be its complete separation into two bodies, while the rotation is yet so slow that the centrifugal force, as compared with the centripetal, is too feeble to produce a nearly circular motion. While, therefore, orbits of small eccentricity must characterize planets formed from the abandoned equatorial rings of a condensing nebula, orbits highly elliptical may be regarded as the probable consequence of a separation in the earlier stages of its physical history.

WATSON'S COMET.

Mr. Watson of Ann Arbor Observatory communicates to Silliman's Journal the elements of the orbit of the new comet discovered by him on the 9th of January which almost exactly resemble those of the Comet of 1810. This comet was barely visible to the naked eye in the latter part of January, and in a comet seeker exhibited a tail about 2° in length.

PROGRESS OF THE WORLD'S TELEGRAPH.

The Russian telegraph line in the direction of America is now completed from Omsk to Irkutzk. Dispatches from St. Petersburg reach Irkutzk, a distance of about 5,750 versts, in less than one day. Letters transported between these places are 24 days on the route. The Russian verst being equal to 3,501 American feet, the whole length of the line completed is 3,815 miles.

STEEL RAILS.

From experiments on the London and North-Western Railway, it is concluded that one pair of steel rails will last as long as ten pair of iron rails, subjected to the same amount of wear.

THE GREAT TRUNK RAILWAY.

A project has been started to construct a railway underground from the Battery to the northern extremity of Manhattan Island. The act to authorize a company for this purpose, with a capital of $5,000,000, is now before the Legislature. It names as corporators some of the most prominent and wealthy gentlemen of New-York. The route has been pronounced feasible by competent engineers. A similar underground railway in London, extending five miles, is said to be a success.

Without entering into the details of this project for tunneling New-York, which follows the trial and abandonment of a short tunnel in the City of Brooklyn, it may be proper to inquire whether the objects desired by this company may not be more readily and cheaply accomplished by another plan.

AN ELEVATED RAILWAY.

Randall proposed, many years ago, to construct an elevated railway over the sidewalks of Broadway; but the plan now proposed by the Chair is to construct a railway especially designed to carry passengers with great rapidity from the upper end of the island to the lower, so that persons living above the Central Park, for instance, could reach their places of business in the time usually devoted to that purpose by those living below Union Square.

The railway should be constructed for this purpose between two main avenues or streets, taking the back part of the lots fronting on either avenue. It should be at least 20 feet high, and pass over all the cross streets leading to the North and East Rivers by bridges without any supports in the streets. It would pass through the second and third stories of one building on either side such streets, the first or main floor of which could be occupied as a store. In fact, the whole line, except when it crossed a street, would form a continuous series of compartments, which could be rented for enough to pay the interest of the cost of the ground occupied by the road. The advantage gained by this plan would be the securing of natural light and pure air.

To properly light and ventilate a tunnel would require a constant expenditure of an amount of money larger than would at first be supposed. The use of steam involves the generation of large quantities of carbonic oxide and carbonic acid gases which could not be entirely removed by the best devised plan. Compressed air, as a motor, would remove all objections regarding ventilation, but it would double the cost of transportation.

It requires but little foresight to predict that this great metropolis must soon require such facilities as either of these projects could furnish for reaching within a comparatively short time the business centers of the city. This timely attempt to provide for the future by a powerful company should be a matter of general congratulation, and it seems proper that the charter should also embrace the project now proposed, so that, after careful surveys and estimates, they may decide whether to carry the class of passengers requiring a rapid transit, underground or overhead.

Mr. FISHER thought favorably of the plan proposed by the Chairman; it was feasible to construct the proposed railway between the avenues.

Dr. PARMELEE could see no serious objection to the underground railway, certainly those above ground would be less incommoded if passengers were transported in this way.

Mr. DUBIN said that it would be well to bear in mind the fact that a tunnel was constructed a few years ago in London under the river Thames, but it was never used by vehicles, and nobody visited it now except to examine the structure. The same result would follow in New-York; people would not consent to ride underground when they could have the light of day. The most feasible plan was to lay the rails in the streets. A serious objection, in the minds of some, would be that there are no interesting engineering difficulties in the way. There has always been a hankering after something very difficult, in order to engage popular attention. Within five years we shall have a railroad in Broadway, and we will then look upon it, as we have at the steam fire-engines, and wonder why it had not been introduced before. The greatest objection to street railways is the high fare. A passenger can be carried for three cents and the companies would pay a fair dividend.

The CHAIRMAN inquired whether any gentleman present had been in the London Railway Tunnel?

Prof. JOY of Columbia College stated that he had made a passage through a portion of the railway tunnel alluded to. It was very comfortable and pleasant. The tunnel appeared to be amply ventilated and lighted. At every fifth or sixth block there were openings for the ingress and egress of passengers.

Dr. PARMELEE said the great point to be gained was expedition. People could not be carried fast enough.

Mr. BARTLETT suggested that this point might be attained by the use of the pneumatic tube.

This plan had been discussed at a previous meeting; after some further observations from Mr. ADDIMANDO and others, it was decided to take up the question again.

GEOLOGICAL.

Dr. STEVENS illustrated with the aid of diagrams, the peculiar movements which have taken place in the great upheaval, producing the mountain system, from the Atlantic Coast to McKean County, Pa. The range through which the Potomac River passes was particularly noticed. The coal formation, the Devonian and the Upper and Lower Silurian systems were pointed out. The same strata of coal in the valleys were found on the tops of the mountains. Faults occurring at various points through which the river passed were shown; these cannot be explained without diagrams. The speaker was listened to with evident satisfaction.

IRON.

The CHAIRMAN, in announcing the selected subject for discussion, stated that Mr. Charles W. S. Heaton had been invited to address them, and he would probably devote part of his remarks to the proper use of iron in building ships of war.

Mr. HEATON after some preliminary remarks, directed attention to the nature and peculiarities of Iron. The three most important varieties are Cast Iron, Hammered Iron, and Rolled or Bar Iron.

Cast Iron is a crystalline metal, having comparatively little tensile strength, but presenting great resistance to compression. It is made malleable in small castings by being subjected to long continued heat, which blends together its crystals, thus rendering it tougher and less brittle. The surface of cast iron is made more hard but brittle if it is poured, when melted, into damp molds, producing what is called Chilled Cast Iron.

In Hammered and Rolled Iron, the crystalinne arrangement is entirely destroyed. Its material becomes fibrous and more dense. One variety of iron made by the hammering process, is known as homogeneous iron.

After further remarks on the constitution of iron, the speaker directed attention to its use in the construction of vessels of war, and examined the different systems of iron armor now in use. There are two prominent systems—one using a plate of great thickness, called the Solid-plate system; the other using a series of thin plates, called the Laminated system. The only reason why iron is better adapted to resist a shot or projectile is that it is more dense, not that it is stenger than any other material. Iron is not so well adapted to resisting a sudden shock as wood is, taking equal weights of each. For instance, take a plate of iron one foot square and one inch thick, weighing about 40 pounds, and a piece of timber one foot square, and of such thickness, or rather length, as to weigh the same as the iron plate. Strike each with a hammer having the same degree of force; the result will be that an indentation will be made in the iron plate, and there will be a bulge or projection upon the opposite side, proving that the fibrous strength of the iron was not sufficient to resist the force and spread it equally throughout the plate; while on the other hand, the wood will be dented where the hammer struck, but there will be no corresponding bulge on the other side.

To the late Robert L. Stevens of Hoboken, N. J., doubtless belongs the credit of proposing and partly building the first iron-clad vessel for resisting projectiles. His plan was not so much to stop the shot, as to change its direction, by causing it to glance. The Merrimac was built with the same design. The same idea is carried out in the construction of the turrets of the monitor class of vessels, but it has been found by experience that a shot is not altogether ineffective which strikes but does not penetrate the armor. It has not yet been proved that vessels of this class can make a sea voyage.

Angular armor has no advantage which outweighs the disadvantages attending it. For instance, suppose the hight of six feet to be plated and set at an angle of forty-five degrees, the surface will be nine feet, but this position of the iron does not accomplish the end intended, for a shot fired from a long distance will fall nearly perpendicularly on such a surface. The French were the first to attempt to practically resist the force of shells fired from bombs. But the Russians were the first to inaugurate the mode of horizontal shelltiring, by which they destroyed the Turkish fleet in the Black Sea. The effect of this system of firing had been prognosticated by Admiral Dahlgren, and the Dahlgren gun was specially adapted to this mode of attack. The increased destructive power of guns and projectiles has caused a corresponding increase in the projective armor. The question now remaining is, whether the ship can be protected without destroying her sea-worthiness. This brings us to the examination of the best mode of resisting shot.

If a body of a given weight and hardness meets another like it and having the same velocity, the damage is mutual; but if it meets one like it which is stationary, the latter will be most injured, and will at the same time receive the momentum. But if the moving body is brought in contact with a stationary one of sufficient hardness, having a weight so much greater as to absorb the momentum, the result will be different. If the velocity of the moving body is low it will on striking rebound, but if the velocity is high it will be shattered in pieces, and the resisting body will be broken also, at the point of impact. Now, suppose the stationary body has less hardness, the moving body will penetrate it, but with a constantly decreasing speed, because its motion is being transmitted to the yielding substance. A force capable of producing fracture may be transmitted through a hard substance to a soft one, but not through a soft to a hard substance. If we apply this principle to the armor of a ship, we shall see that the most efficient mode of resistance would be not to place iron outside of wood, but to reverse this position. This principle had been tested at the request of the speaker by the Department at Washington, and was soon after substantially adopted in the construction of the Government vessel Onandaga, by Mr. Quintard at Greenpoint. Some have condemned the plating advocated by the speaker, principally on the ground that shell would blow it off. He therefore proposed to meet this objection at the next meeting of the Association.

The CHAIRMAN directed attention to the term homogeneous iron, used by some English manufacturers. It is not a proper term to use in that connection, because the quality of the iron, even in the same mass, will vary. It may be that by the peculiar process of working blooms, a greater uniformity of texture can be secured than is found in ordinary iron, but the very fact that large masses must be made up from smaller ones, forbids the use of that term in its true signification, as applied to iron.

Mr. BARTLETT alluded to the experiments showing that iron is stronger in the direction of its rolling.

Mr. DUBIN said that the best iron used in this country is the American charcoal iron. It is claimed to be manufactured entirely with charcoal, but in most cases about 50 per cent of anthracite is used, and probably with little or no detriment to the quality of the metal. The value of the different qualities of iron has been fully tested by the late Robert L. Stevens of Hoboken and his brother. This was a preliminary step in their construction of an iron-clad ship. The homogeneous metal spoken of is rolled, as well as hammered. It is simply a mild steel. It is piled together in small blooms, and is consequently of a more uniform quality.

Mr. DETURKEL believed the quality of iron depended more upon the quality of the ore than the manner of working it. He read a statement of Prof. Johnson with regard to the comparative strength of iron made from different ores, and spoke of the great tensile length of the metal made from Lake Superior ores.

Remarks, for which we have no room, were made by Messrs. GARVEY, FISHER, PARMELEE, HEATON, and BARTLETT. The discussion of the same subject is to be continued at the next meeting. Adjourned to Thursday evening, March 31.

FROM THE DEPARTMENT OF THE GULF

ARRIVAL OF THE CAHAWBA.

THE FIGHT AT NATCHITOCHES.

Capture of 210 Prisoners, Four Guns and Caissons, and Many Horses and Mules.

IMPORTANT EDUCATIONAL ORDER.

Freedmen to be Educated at Public Expense

The U. S. steamer Cahawba, Capt. J. B. Baker, arrived from New-Orleans on Friday, with dates to the 24th inst. She brings as passengers the 26th Massachusetts Volunteers, who, having reënlisted, have been sent home on furlough.

Evacuation of Franklin, La.—Guerrillas on the Teche—Gen. Franklin's Column has passed through Opelousas.

Correspondence of the Associated Press.

Franklin, La., has been evacuated by our forces, and the Government stores there removed to Brashear City.

Gen. Franklin's column has passed through Opelousas.

Gen. Banks has issued an order establishing a bureau for the instruction of freedmen.

Charles F. Roberts, Mate of the brig Herald of Boston, was accidentally drowned on March 21, at New-Orleans. He leaves a wife and family in Boston.

The Fight at Natchitoches.

From The N. O. Era, Evening Edition, 23d.

Our armies in Western Louisiana are making a rapid and victorious march into the enemy's country, as will be seen by the annexed information, for the entire truthfulness of which we vouch:

On the 21st inst., a force under command of Gen. Mower made a reconnoissance as far up Red River as Natchitoches, where they met the enemy in considerable numbers.

The Union troops flanked the Rebels and captured four guns with their caissons and 200 prisoners.

Natchitoches is on Red River, about 60 or 70 miles in an air line above Alexandria, and is a place of considerable importance in that section of the State.

Refugees recently from Natchitoches state that a very large quantity of cotton still remains on the plantations near that place, and there can be little doubt but that this will now fall into the hands of our troops.

A few days ago a company of guerrillas fired into one of our gunboats on the Teche, mistaking the vessel for an unarmed transport steamer.

The Rebels were concealed in some underbrush, into which a broadside of grape was discharged. The Rebels fled on discovering the mistake they had made, taking the killed and wounded, if there were any, along with them.

A boat's crew was landed from the gunboat, and the buildings near the place burned.

There were no casualties on our side.

Provost's Landing, the place where the guerrillas were stationed, is about twelve miles from Franklin. The latter place had not been disturbed by the Rebels at the time of this occurrence.

From The N. O. Era, 24th.

Since the publication of our evening edition of yesterday, some further details of the Union victory at Natchitoches have been received at Department Headquarters, which we are permitted to make public:

"An engagement took place on the 21st inst. about 21 miles beyond Alexandria, on the Bayou Rapides. It resulted in the capture of 210 prisoners from the enemy, four pieces of artillery, with caissons, and a large number of horses and mules. The only casualty reported on our side is that Col. Horace B. Sargent was wounded in the leg severely, but not dangerously. The forces engaged were a portion of the infantry of Gen. Smith's command and a part of the cavalry of Gen. Lee.

"The weather has been severely cold, with rain, hail, and sleet.

"The river is rising, there being more than seven feet on the Rapids.

"Our troops are in fine spirits."

The rise in the river will greatly facilitate gunboat operations.

Important Educational Order.

A BUREAU FOR THE INSTRUCTION OF FREEDMEN.

HEADQUARTERS DEPARTMENT OF THE GULF, NEW-ORLEANS, March 22, 1864.

GENERAL ORDERS NO. 38.—In pursuance of the provisions of General Orders No. 23, current series, for the rudimental instruction of the Freedmen of this Department, placing within their reach the elements of knowledge which give intelligence and greater value to labor, and reducing the provisions necessary therefor to an economical and efficient school system,

It is ordered that a Board of Education, consisting of three persons, be hereby constituted, with the following duties and powers:

First: To establish one or more Common Schools in each and every school district that has been or may be defined by the Parish Provost-Marshals, under orders of the Provost-Marshal General.

Second: To acquire, by purchase or otherwise, tracts of land which shall be judged by the Board necessary and suitable for school sites, in plantation districts, to be not less than one-half acre in extent; to hold the same in trust to themselves until such schools shall have been established, when they shall transfer all the right and title thereto that may have vested in them to the Superintendent of Public Institutions, or other competent State authority.

Third: To erect upon said plots of land such schoolhouses as they may judge necessary and proportioned to the wants of the population of the district, where there are no buildings available and proper for school purposes. And in this, as in all other duties, they shall exercise the strictest economy.

Fourth: To select and employ proper teachers for said schools, as far as practicable from the loyal inhabitants of Louisiana, with power to require their attendance for the purpose of instruction in their duties, one week at least at a Normal School, to be conducted by the Board.

Fifth: To purchase and provide the necessary books, stationery and apparatus for the use of such schools, and in addition thereto to purchase and furnish an outfit of a well-selected library, etc., for each freed person in the several school districts who is above the age of attending school duty, at a cost to each, including a case to contain the same, not exceeding $2 50, which sum shall be included in the general tax hereinafter provided, but shall be deducted from the laborer's wages by his employer when such books are furnished.

Sixth: To regulate the course of study, discipline, and hours of instruction for children on week days, and admits on Sundays, to require such conformity to their regulations, and such returns and reports from their teachers, as they may deem necessary to secure uniformity, thoroughness, and efficiency in said schools.

Seventh: To have generally the same authority, and perform the same duties, that Assessors, Supervisors, and Trustees have in the Northern States, in the matter of establishing and conducting Common Schools.

And for the full accomplishment of these purposes and the performance of the duties enjoined upon them, the Board shall have full power and authority to assess and levy a School tax upon real and personal property, including crops of plantations, in each and every before-mentioned School District. The said taxes so levied shall be sufficient in amount to defray the cost and expense of establishing, furnishing, and conducting, for the period of one year, the school or schools so established in each and every of the said districts; and said taxes shall be collected from the person or persons in the occupation of the property assessed.

Eighth: The taxes so assessed and levied in and for each district shall be collected and paid over to the Board by the Parish Provost-Marshal, within thirty days after the tax list and schedule shall have been placed in his hands; and he shall forthwith report to the Board whether there are in the districts of his Parish any buildings available and suitable for school-houses, and shall at all times, when required, assist by his authority the Board in carrying out the spirit of this order. The taxes, when collected, shall be forthwith deposited in the First National Bank of New-Orleans, subject only to the order of the whole Board, which shall make a monthly exhibit of accounts and report of their doings to the Commanding General.

Ninth: In the performance of all their duties the Board shall cooperate, as far as practicable, with the Superintendent of Public Education, recently elected.

Tenth: The current school year shall be estimated from February 1, 1864, to February 1, 1865.

Eleventh: The following officers and citizens are appointed upon this Board, and will be obeyed and respected accordingly:

Col. H. N. PRISBIE, 22d Infantry, Corps d'Afrique.
Lieut. E. M. WHEELOCK, 4th Infantry, Corps d'Afrique.
ISAAC G. HUBBS, New-Orleans.

By command of Maj.-Gen. BANKS.
RICHARD B. IRWIN, Assistant Adjutant General.

Financial and Commercial.

NEW-ORLEANS, Wednesday Evening, March 23, 1864.

The intelligence of the capture of Natchitoches by the Union arms had a decidedly depressing influence on the Cotton market. The Union army may be now regarded as having entered the cotton-growing region of Red River, and considerable receipts may be fairly expected from that section, but to what extent is a question that cannot be determined until the receipt of further accounts. Prices are too unsettled for regular quotations. Ordinary has declined to 48, a fall of 16 cents since this day week; good Ordinary 58, a decline of 8 to 10 cents.

The Exchange market was firmer; we noticed sales to a moderate extent at ⅛@1¼ ⅌ cent discount for New-York sight, and 1½ for both one day's and three days'.

The Specie market also evinced greater firmness, but without much activity; the sales of gold included $20,000, in three lots, at 63½ ⅌ cent premium, and $11,000, in three lots, at 63¾.

SUGAR AND MOLASSES.—There were sales of 250 hhds. Sugar, in various lots, at very full prices; inferior, 11½c.; fair, 13½c.; prime, new crop, 14½c.; and fully fair to prime, old crop, 14@14½c. ⅌ lb. There is very little or no Sugar and no Molasses remaining in first hands.

FROM TEXAS.

Indianola Evacuated.

TERRIFIC NORTHER—TWO TRANSPORTS ASHORE—TERRIBLE SUFFERING OF UNION WOMEN AND CHILDREN—THEY WILL BE SENT TO NEW-ORLEANS—FRIGHTFUL ACCIDENT—THIRTY-TWO SOLDIERS DROWNED.

Special Correspondence of The N. O. True Delta.

PASS CAVALLO, Texas, March 16, 1864.

You may have learned from other sources, before this reaches you, that Indianola was evacuated on the morning of the 13th by order of somebody to this deponent unknown. The evacuation had been ordered three days previously, but a terrific norther—far worse than that I encountered at Brazos Santiago—sprang up on the evening of the 9th, and rendered the execution of the order impossible. This blow was so severe that two transports—the Planter and the Warrior—were beached on the lee-shore, where the former remained three days before the steamer Matamoros and steamtug Perry could pull her off.

A number of tenements were taken down, and the three boats loaded with the families of the Union men of Indianola; for three days previous to the evacuation, every boat which left the mainland for the island was crowded by these people. They are principally Germans, and they have always adhered to the old flag, giving our troops a hearty welcome when they first landed, and without hesitation came forward and renewed their oath of allegiance. Little did they suppose that the army of deliverance was so soon to leave them, else they might have been more reluctant in taking an obligation which would compel them to sacrifice their comfortable homes and become houseless refugees. Yet such is the fact, and a heart-rending sight it was to see these helpless ones exposed to the bleak winds of March.

The order was peremptory. Never did troops leave a place more reluctantly.

Major-Gens. McClernand and Dana, Capt. Gorsuch, Provost Marshal, and Capt. McComas, of Gen. McClernand's staff, have done everything in their power to make the sufferers comfortable till transportation can be procured to New-Orleans.

The troops under Gen. Fitz Henry Warren marched overland, crossing the bayou in rear of Indianola and fording the one below, for there are four in all. The two last are crossed by means of rope ferries. Toward evening, as a detachment of the 60th Indiana, 60 men, were crossing McHenry's bayou from Bayucos to Matagorda Island, the heavy sea swamped the pontoon-boats used as a ferry, drowning 22 men and two officers of the 60th Indiana Volunteers, Lieut. Col. Perry commanding; two men belonging to the 7th Michigan Battery, and eight of the 2d Engineers, Corps d'Afrique, in all 34 persons and two horses of those that were on board at the time. An officer of the 2d Engineers was in charge of the ferry at the time, and insisted on loading the boat to its utmost capacity. Had it not been for the protestation of Col. Perry, and the presence of mind of that officer, the loss must have been far greater.

A number of small boats and a schooner were lying at the dock, on the south side of the bayou, and attempts were made by officers less cool to shove them off, without men or cars, when they saw the ferry-boat sinking. Had the schooner gone adrift, the current was so strong and she so high out of the water that many of those who succeeded in paddling ashore must have been carried into Esperita Santa Bay. Col. Perry stopped the schooner, manned the boats, and with the assistance of those on shore picked up many who would otherwise have been drowned, as all the men had on their knapsacks and accoutrements. This accident has cast a gloom over the whole army—nothing else is talked of.

Gen. McClernand intends paying Aransas Pass and Brownsville a flying visit this week, the 2d Division at the latter place belonging to his command, also 20th Iowa, now at Aransas Pass. He has established his headquarters on Matagorda Island below Fort Esperanza, while Gen. Dana, commanding the 1st Division, remains near McHenry bayou. Not being in the astrological business, we do not pretend to know what all these movements mean, further than we predicted in our last; indeed, we would not be at all surprised to find this army coming back again to New-Orleans, our movements bearing the same likeness to those of the King of France and his 40,000 men, that one tree bear-eth unto another.

MUSTANG.

LATE SOUTHERN NEWS.

From Mobile Files to 11th and 12th.

The army correspondent of *The Register*, writing from Shubuta, Miss., says:

Col. Maury has been heard from. The Tories of Jones are "going up" by a rope. There were suspended on Sunday. Others are likely to go by the same route. We hear that the Colonel has issued an amnesty proclamation, giving three days to report, and after that—the halter indiscriminately.

Gen. Johnston's army again occupies its old encampment at Dalton.

MILITARY AND POLITICAL SITUATION—EAST TENNESSEE.

From our latest advices, which may or may not be trustworthy, Gen. Longstreet is now moving toward Bristol. There was current on Saturday a rumor from Dalton to the effect that he was advancing on Cleveland to make a junction with Johnston. If Longstreet is now going north, it is because a Union column is advancing from Kentucky into East Tennessee by way of Cumberland Gap. Such a movement had been mentioned in Northern papers. It may be Longstreet's purpose to cross the mountains and enter Middle Tennessee or Kentucky. These are surmises merely, while the more credible advices indicate that he is moving south.

A duel was fought at the race-track, Mobile, March 10, between Dr. Heustis, C. S. A., and Medical Director of the Department of the Gulf, and Dr. Keller, C. S. A. The affair terminated after an exchange of shots, and, we are glad to know, without bloodshed.

Gov. Allen of Louisiana is not of Northern birth, as has been represented, but a native of Prince Edward County, Va., where his father and grandfather resided before him. When a boy he removed with his father to Missouri.

THE BATTLE OF OLUSTEE.

The Lake City correspondent of *The Savannah Republican* says: "Among the prisoners is Major Bogle of the 1st North Carolina negro regiment. He was wounded in the leg. At first it was difficult to get our ladies to attend him, but humanity prevailed, and he has no cause to complain of his treatment. He is from Boston, and came out to Newbern as a lieutenant of a company of the 17th Massachusetts Regiment. He is highly educated, intelligent and good looking, and deplores his condition, and seems mortified in his present position. Among the prisoners are several officers of intelligence and refinement, and nearly all express regrets at the war."

LAKE CITY, Feb. 28.—The closer the statistics of the battle of Ocean Pond are scanned, the greater seems the victory achieved by Gen. Finnegan, and to be superseded by Brig.-Gen. Gardner, on the heel of triumph, must have been grating to his feelings. The sting has been removed by the appointment of an officer of superior grade, Maj.-Gen. Patton Anderson, who on several battle-fields has illustrated the valor of Florida. On Saturday, Gen. Finnegan rode along his lines, and no General ever received more hearty or kindly cheers—cheers that must have convinced Gen. Finnegan that he had acquired in a remarkable degree the confidence of his men. The massing of troops at this point tends to show a heavy engagement is pending, of the result of which I will advise you.

J. B.

Large numbers of the wounded Confederates from the battle of Olustee have been received and cared for at Tallahassee. The citizens have received them in their houses, and everything has been done to mitigate their sufferings and administer to their wants. Not a Confederate soldier has been suffered to go to the hospital who preferred a private house.

The Attack on Paducah.

The Evansville Journal of Monday publishes details of Forrest's attack on Paducah, brought by refugees from the latter city. They do not differ materially from the facts already published in our dispatches, and supply little that is new. The Rebels charged into the town on Friday afternoon, taking the city by surprise, and meeting with little or no opposition. At the first alarm the soldiers, consisting of four companies of negroes, three of white infantry, and three of dismounted cavalry, hastened to the fort, where they were soon attacked by the Rebels. The enemy were permitted to approach almost to the breastworks before fire was opened. The slaughter was heavy, and the Rebels recoiled. Two of the Rebels reached the top of the works, where they were shot down, one falling in and the other outside the fort. A negro soldier called Wild Bill attempted to drag the one falling outside into the fort, when he was shot in the head.

A second and third assault met with like unsuccessful results. Some private houses were burned by the Rebels, the houses of Union men being always selected for destruction, while Rebels' houses were spared. The Secesh ladies went out to meet the Rebels, waving their handkerchiefs and greeting them warmly. Seven premature births occurred among the refugees across the river on Friday night—three in one house—all boys, who were named after the host. The total Union loss was 14 killed and 46 wounded. Eleven negroes were killed and wounded, all shot in the head. They belonged to a regiment that the Hon. Lucien Anderson was instrumental in raising, and fought with desperate valor. The 2d Kentucky regiment was conspicuous among the Rebels. Our Cairo dispatches of last evening represent Forrest's forces as about eight miles from Columbus on Monday evening. The telegraph wires between Columbus and Cairo have been cut by them.

CITY GOVERNMENT.

Board of Councilmen.

STATED SESSION—Thursday, March 31, 1864.
OFFICIAL.] 2 o'clock p. m.

The Board met, pursuant to adjournment, in their Chamber, No. 16 City Hall.

Present—James Hayes, esq., President, in the chair, and the following members: Councilmen Keenan, Riley, Brophy, Hagerty, Webster, Heffernan, Ryan, Gross, Repper, Koster, Houghtalin, Haviland, McGrath, Opdyke, Jaques, Schaefer, Cook, Brandon, Russell, and Fitzgerald—21.

The minutes of the preceding meeting were read and approved.

RESOLUTIONS.

By Councilman RILEY—

Resolved, That permission be, and is hereby, granted to Charles H. Spafford to erect an iron stairway on the outside of his premises, number three hundred and forty-one West street, said stairway not to project out over three feet from the building, and to remain only during the pleasure of the Common Council.

Which was adopted.

By Councilman RILEY—

Resolved, That Watts street, between Sullivan street and the Hudson River, be paved with Belgian pavement, one-half at the expense of the owners of property in the line of the improvement, and one-half at the expense of the city, the same to be done under the direction of the Croton Aqueduct Department.

Which was referred to the Committee on Belgian Pavement.

By Councilman RILEY—

Resolved, That Vestry street, from Canal street to Hudson River, be paved with Belgian pavement, one-half the expense thereof to be paid by the owners of property on the line of the improvement, and one-half at the expense of the city, under the direction of the Croton Aqueduct Board.

Which was referred to the Committee on Belgian Pavement.

By the same—

Resolved, That Watts street, from West to Washington street, be regulated and graded, curb and gutter-stones set and reset, where necessary, under the direction of the Street Commissioner.

Which was referred to the Committee on Streets.

By Councilman RUSSELL—

Resolved, That Fifty-first street, from Fifth avenue to East River, be renumbered, under the direction of the Street Commissioner.

Which was adopted.

By Councilman FITZGERALD—

Resolved, That a sewer with the necessary receiving-basins and culverts be built in Manhattan street, between Ninth and Tenth avenues; also a sewer in Ninth avenue, from One-hundred-and-twenty-sixth street, to connect with the sewer in Manhattan street, to be done under the direction of the Croton Aqueduct Department.

Which was referred to the Committee on Sewers.

By Councilman KEENAN—

Resolved, That permission be and the same is hereby given to Mrs. G. R. Smith to exhibit goods in front of her store, number Twenty-eight Catharine street, the same to remain during the pleasure of the Common Council.

Which was adopted.

By Councilman GROSS—

Resolved, That the use of this Chamber be and the same is hereby granted to the Superior Court Special Term (without a Jury), for the term of two weeks from April fourth, 1864, provided the same do not interfere with the sittings of this Board.

Councilman HAGERTY moved that said resolution be referred to the Committee on Law Department. Which was lost.

Council KEENAN moved to amend said resolution so as to grant the use of the Chamber of the Board of Councilmen to the Superior Court, for the Special Term, for the remainder of the year 1864. Which was lost.

The resolution was then adopted by the following vote:

Affirmative—Councilmen Riley, Hayes, Webster, Ryan, Gross, Koster, Houghtalin, Haviland, McGrath, Opdyke, Jaques, Schaefer and Brandon—13.

Negative—Councilmen Keenan, Hagerty, Heffernan, Repper, Cook, Russell and Fitzgerald—7.

By Councilman RYAN—

Resolved, That the Croton Aqueduct Department be and they are hereby authorized and directed to lay the Croton mains in Fifteenth street, between avenues B and C.

Which was adopted.

REPORT.

Report of the Committee on Roads in favor of giving permission to the property-owners in One-hundred-and-Eighteenth-street, between Third and Fourth avenues, to regulate and grade the same, at their own expense, under the direction of the Street Commissioner. Which was laid over.

MOTIONS.

Councilman KEENAN moved that the Committee on Streets be discharged from the further consideration of resolution of Board of Aldermen, that permission be granted to Robert Nicolls, to erect a sign over sidewalk in front of number four hundred and eighty-two Canal street, the same to remain during the pleasure of the Common Council. Which was carried. The resolution was then concurred in.

Councilman KEENAN moved that the Committee on Streets be discharged from the further consideration of petition of occupants of property on Whitehall street, to permit Henry Gilbert to keep a paper-stand in front of numbers sixty-one and sixty-four Whitehall street. (By Board of Aldermen, prayer of petitioner granted.) Which was carried. The action of the Board of Aldermen was then concurred in.

Councilman KEENAN moved that the Committee on Streets be discharged from the further consideration of resolution of Board of Aldermen, that permission be given to John Gibson to display goods in front of his store, number two hundred and seventeen Bowery, the same to remain during the pleasure of the Common Council. Which was carried.

The resolution was then concurred in.

Councilman KEENAN moved that the Committee on Streets be discharged from the further consideration of resolution of Board of Aldermen, that permission be given to John T. McGuire to erect and maintain a shutter-box in front of his premises, number two hundred and sixty-three Grand street, during the pleasure of the Common Council. Which was carried.

The resolution was then concurred in.

Councilman HAVILAND moved that the Committee on Lamps and Gas be discharged from the further consideration of resolution of Board of Aldermen that the Street Commissioner be directed to cause a gas lamp to be placed in the Third avenue, west side, about one hundred feet north of Twenty-sixth street. Which was carried.

The resolution was then concurred in.

Councilman MCGRATH moved that the Committee on Fire Department be discharged from the further consideration of resolution, that the Comptroller be authorized to draw his warrant in favor of George T. Walsh, Treasurer, for the sum of three hundred and fourteen dollars, for loss sustained by Hose Company number Thirty-five, in having their house destroyed by fire on the 7th of January, 1864. Which was carried. And the same was then laid over.

REPORTS RESUMED.

Report of Committee on Belgian Pavement, to pave Forty-eighth street, between Seventh avenue and Bro