The Norfolk Post.

MONDAY, AUGUST 14, 1865.

All communications relating to business matters connected with this paper should be addressed to E. M Brown, Norfolk Post. All communications pertaining to Editorial matters, and all correspondence intended for the paper should be addressed to John Clark, Editor.

Advertisers are requested to hand in their advertisements before six o'clock in the evening, previous to publication.

Newsmen and newsboys desiring papers will please have their orders at the counting-room the evening previous, before six o'clock.

Mayhew & Brothers, Booksellers and Stationers, are authorized agents to sell the Norfolk *Post*, and all orders at with them will be attended to the same as if left at the office of publication.

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THE CONGRESS.

All that remains of the good old ship Congress arrived off our city yesterday morning, and her appearance was hailed with undisguised delight by the people. She looks sufficiently dilapidated, worn, and ancient, to satisfy the taste of the most devoted and antiquated antiquary. There is but little of her left above the water, but that little is interesting enough—for there is many a holy recollection lingering in our minds of her past glories, and much of sorrow in our hearts for her fate; and the relics will long be held sacred. Like the famous Mississippi, which went down so nobly amid fire and flame in the night attack on Port Hudson, the Congress has a brilliant history, that will be sung in heroic rhymes of epic grandeur. A full account of her birth, deeds, and unfortunate death, will no doubt be published; till then we must refer our readers to the graphic account furnished by our reporter this morning.

One of the most astonishing instances of success in newspaper enterprise, presented in these days, we find illustrated in that which has attended the New Orleans *Times*. The paper is now before us, in triple sheet, larger than the New York papers by one third, filled with advertising, and an immense amount of original literary and political matter. It seems to have a large corps of the best writers and contributors, male and female, in the South. It is now only in its second year, and Mr. Hoe, the great press builder, telegraphs the proprietors from New York, that he has shipped their new *six cylinder* press, which is the best ever made by him. The *Times* is a "conservative" Union paper, but devotes itself principally to literature. The principal proprietor, W. H. C. King, Esq., was formerly foreman in the old *Crescent*, and is a most enterprising and public spirited man, and his success proves how well-directed energy commands success. He is a warm friend of literature and the drama, and besides conducting his journal has for the last two years been the manager of the Varieties Theatre. We wish him still further success, and hope the day is not distant when the patronage of the people of Norfolk, hitherto so liberally extended, will enable us to order a six cylinder press, and present our readers with as much reading matter as the *Times* can afford. Speaking of presses, the six cylinder of the *Times* will be the largest one in the South. The *Picayune* has for about ten years boasted one of four cylinders. Several Northern papers have presses of ten cylinders, but the majority of the large dailies are printed upon single or double cylinders like the one in our office.

Mr. Glenn, the able and popular manager of our pleasant little theatre, has returned from his tour through the North. We learn that he has engaged a fine stock company, and made arrangements with all the brightest stars that now illumine the dramatic firmament to appear during the approaching winter. The theatre will be thoroughly renovated, improved, beautified and adorned, and we may expect the coming season to be one of the most successful and brilliant ever witnessed by the people of Norfolk. Mr. Glenn is known far and wide as one the most able as well as successful managers in the country, and, we may rely upon it, that nothing has been left undone to insure success. We anticipate a varied and pleasing treat in the legitimate line, without any aid from "horse power."

The celebrated Ballard House at Richmond, so widely known, will be reopened this morning for the reception of the public. It was closed at the time of the capture, and was used for some time by the Government as officer's quarters. Subsequently, it was leased by Mr. M. D. Maine & Co., and having undergone thorough repairs and been fitted up in most elegant style, is now ready to throw wide its doors and invite the patronage of the travelling public. Mr. Maine is an old hotel keeper and will know how to take care of his guests. We wish every success to the new hotel under its new proprietors, and trust that Maine may long maintain the public at the public's expense and to his own profit.

A few days since we published under the heading of "People's Column" a communication, *verbatim et literatim*, from a prisoner reflecting upon Captain McCanna in regard to the killing of one John Bray, confined in the Hard Labor Prison. A Board of Investigation was appointed in the matter, and their report has been made and sent to us for publication. The Board, after fully investigating the affair, exonerates the Captain, and declares the act of shooting Bray to have been fully justified, and that it was done in self defence. We have no room for the report this morning, but will publish it in full to-morrow.

Gen. A. H. Terry, the hero of Fort Fisher, and at present commanding the Department of Virginia, has been promoted to the rank of Brevet Major General in the regular army.

APPROACH OF THE CHOLERA.

The gradual but inevitable approach of this terrible scourge to Western Europe is regarded everywhere with the most anxious alarm. News has arrived at the State Department, that it has already reached the Island of Malta, the former stronghold of the Knights of St. John, but at present under the protection of the British Crown. From this island, situated midway between Europe and Africa, in the Mediteranean, there is but a step for it to reach Europe, and as it is a disease that travels in currents of air and is not considered contagious—going wherever the winds wish to bear the monster—its course may prove sufficently erratic. It is not without cause, then, that great excitement is felt in Europe, and that it is fast extending to this country: for we know not the day nor the hour when its terrible presence may bring death in our midst, and strike terror to the boldest hearts. We have had sufficient experience heretofore of the rapidity with which it travels, and the certainty of its journeyings, to warn us now to put our house in order and prepare ourselves against its coming. Whether cleanliness, and the use of disinfecting, agents will have any power or effect in diverting its course, or keeping it away entirely, we are not prepared to say, as the subject is one that has been more studied by physicians than editors; but, we think, in the absence of scientific knowledge on this point, every precaution should be taken, and all sanitary measures and regulations adopted, at once, and then if it does come, we will, at least have the gratification of feeling that we did *all* in our power to prevent it, and that it is not our own faults of omission that recoil upon our heads, but the hand of God that visits us for our sins.

How are our cities on the Atlantic coast prepared to receive this expected visitor? Were it not for fear of being accused of levity on so grave a subject, we would reply, "Not as they were prepared to receive other distinguished visitors, or great plagues, such as Kossuth, the Prince of Wales, or the Japanese embassadors." No, the Atlantic cities could expend millions for such ostentatious receptions and mutual-admiration glorifications, but when the dread angel of death signifies his approach, we fear they are disposed to listlessly fold their arms and await his coming with that calmness and serenity of aspect which distinguished the venerable Senators of Rome, who patiently and silently retained their seats in the market place till the cerulean-eyed soldiers of Brennus pulled their beards *to ascertain if they were statues or living men*. We can answer this question for Norfolk. We are not prepared; and unless a little more energy or a little more fear of personal consequences can be infused into the body politic, now in charge of our city affairs, we fear that we must meet the cholera if it comes, even as the Senators met their fate.

Measures should at once be taken to cleanse and purify the city in all its parts, and especially in the neighborhood of the docks. This should be done regardless of expense, for what is the value of any amount of money compared to the lives of our wives and children—the desolation of our hearths—the destruction of our household gods? Let us be awakened, then, at once, to the importance of the work before us—for this direful disease is no respecter of seasons. It comes in the dead of winter the same as in the heat of summer, amid the flowers of spring, and while we are gathering the golden fruits of autumn; and its march is more fearful than the march of an army with banners. The mourning and sorrow of the four years of war through which we have just passed would be as nothing compared to a single month's visitation of cholera—for war takes only our strong and healthy men, whose duty and whose glory it is to fall amid the roar and carnage of battle, but pestilence respects no age, nor sex, nor condition; but in every household there is weeping and wailing for the loved ones—for the fair child, the beauteous maiden, the loved wife, the noble husband, the reverend father and the venerated mother. Sad and mournful is the march of the pestilence!

Then let us prepare for it at once; and not only we of Norfolk, but every city in the neighborhood or on the Atlantic coast should put its house in order. We do not desire to create a panic, but merely to point out the impending danger and invoke our authorities to exert their utmost efforts to save us from the scourge.

ANOTHER HIT AT NORFOLK.

There is a set of hungry looking Bohemians, vagrant writers for the press, who come to our city, partake of its hospitalities, and then turn around and abuse us most unmercifully in the letters they send home. We don't know why they do this, for we are quite certain, from personal experience, that there is no city in the Union where the members of the press are so highly appreciated or so well treated as in this ancient burg. First we were most grossly misrepresented about our loyalty and the manner in which we treated the negroes, and now we find that, turning from the people, writers of this class have made a terrible onslaught upon the city itself. The Richmond correspondent of the Hartford *Evening Press*, on the way to his point of destination, it seems, "honored" our city with an hour's visit, and thus proceeds to belabor the venerable walls of our antique town:

"At Norfolk we went on shore and rambled about the old town for an hour or so. Did you ever go aboard of an old deserted, abandoned whale ship in Sag Harbor or Nantucket? Did you ever see an old, gum-eyed, raw-boned, lame, toothless horse turned out on the common to die? Did you ever see an old printing office with crazy cases shackly presses, sacked by soldiers and deserters, even by the devil? If you have, then you have seen Norfolk. What that old whale ship is to a smart clipper, what that old 'hoss' is to the young Bashaw, and what that old printing office is to the *Press* office, Norfolk is to Hartford, or any other smart city."

An hour's stroll in Norfolk would bring this individual up to about Little Water street, one of the most classic, ancient, beautiful and refined thoroughfares that can be found in any city, that is, if one is not particular about the truth. It is some four feet wide, and is built up on each side with very tall, gloomy, dirty and dilapidated brick houses, in most of which singing schools, camp meetings, prayer meetings, champagne suppers, and fancy dress balls, are given every night, except Saturday night, when the monotony is varied by fancy dress balls, prayer meetings, camp meetings, and other religious observances too numerous to mention. It is a magnificent place, and if the pedestrian can manage to wade through the throngs of ugly, half-clad and filthy negro children, and other rubbish, in the dark, without breaking his neck, he will be most fortunate. Now it was from the appearance of this magnificent street, that the writer formed his idea of Norfolk, as well as from the other filthy streets, lanes and docks in the same neighborhood. Had he gone a little further up town, to Main street for instance, he would have got beyond the limits of the "aristocratic" quarter, and would there have reached the beautiful abodes of the democracy; and thus he might have found something worth writing about and avoided giving the city such a lampooning.

We challenge any city in the universe to produce a more pleasant, well built, agreeable, or cleaner street than Main. Pennsylvania avenue does not compare with it in any of these qualities. And then there is Church street, which is our second business thoroughfare, and Seventh street, in Washington would compare favorably with it, were that street in as good condition. All our streets—those running parallel with, as well as those perpendicular to the river—are built up with residences, which, though ancient, are beautiful, picturesque, and the abodes of wealth and refinement. They are lined with huge trees, planted more than two hundred years ago, where the thick foliage every where screens the passerby from the burning rays of the sun; while the rich parterres, filled with the rarest, most fragrant, and many colored flowers lend a beauty and grandeur, and a charm to the scene unequalled elsewhere. Surrounded as we are almost by salt water, fanned by pleasant breezes on soft moonlight nights, and with the most lovely women that ever came forth from nature's mould, had this detractor of our venerable and antiquated city, but remained long enough to see the beauties we have so hastily and imperfectly sketched, he would never have been guilty of so foully misrepresenting us.

We have besides, a great number of fine Churches, with very tall steeples, which present, in point of architectural beauty and finish, as respectable an appearance as those of other cities double our size. Our hotels are not behind any of the age, in size, beauty of construction, or good accommodation, and our public buildings are much finer than those of Richmond. Then, there is our beauteous partner, Portsmouth, fair as a nympth of ocean, facing her *vis-a-vis* in a quadrille. Who says our city and its surroundings are surpassed any where for beauty, elegance and comfort? None but a carping Bohemian, who is determined to find fault with everything and do justice to nothing.

We do hope that these gentlemen who pass by us and give a hasty glance, will in future, not be so prompt about forming an opinion. They must not judge our town by outward appearances. Go into the heart of the city and you will find it as cozy a place, as perfect a little paradise, as you would wish to dwell in—a city of homes, and a home of hearts.

The paragraph below we take from the Savannah *Republican*. If the individual alluded to was Joe Howell, so well known about the drinking saloons of New Orleans for long years before the war, why we can only say that the Captain had to do with a most insolent, degraded and desperate character. A fellow six feet tall, who is a noted duellist, and has had more rencounters in peace and war than any other man in the South. It is due to Jeff. Davis to say, that he never recognized this vagrant brother of his wife's, and Mrs. Davis has long discarded him. While Mr. Davis was Secretary of War, he never gave Joe any employment, though from the fact of this relationship he was appointed to a clerkship in the post office. While there, however, he became so offensive by challenging everybody to fight a duel that went to the office on business, that he was turned out. In the gunboat fight off Memphis, he commanded a boat of the Montgomery fleet. His vessel was sunk and he escaped by swimming ashore. Since which time, he has been loitering around Mobile, where the last we heard of him he had a difficulty in a bar room with one of the former editors of the New Orleans *Crescent*, with whom he had previously had a duel in New Orleans. Jeff. Davis never could be accused of doing much for his relatives, and he is certainly not responsible for the conduct of any of the Howell's. If this paragraph alludes to the other Howell who was an officer on the Alabama under Semmes, we are not surprised at his being whipped, for a vainer nimcompoop never breathed; and he was as insulting as he was irresponsible. He, too, for a time enjoyed a petty office in the postal department of New Orleans, but was principally known and detested as a fast young man, living on the reputation of Jeff Davis, and getting his acquaintances into difficulty on his account. Whatever the sins of Jeff. are let him stand upon his own bottom—for the faults of his wife's relatives are not faults of his. He never recognized nor encouraged them. We give the paragraph below:

"One Howell, the brother-in-law of Jeff. Davis, and three other most insulting rebels, were soundly thrashed in the presence of all the guests of the Pulaski House, by Capt Hussey alone, for making indecent and insulting remarks against the President and the flag. Subsequently another rebel received similar deserts from Capt. Hussey for doubting the ability of one Yankee to whip four rebels. Howell and his bullies were then taken to the police station.

"The *Republican* says the lesson was sadly needed, as Union men have been uniformly insulted of late, and the thing was growing unbearable."

Such fellows as these must not be taken as samples of the people of the South. They are cowardly desperadoes and bullies, and always use abusive language when they are drunk.

LOCAL INTELLIGENCE.

SUCCESSFUL RAISING OF THE FRIGATE CONGRESS.—Yesterday about 11.30 A. M., our harbor was the scene of lively commotion. A fleet of tugs might be seen mingled together, surrounding an object in the water which, at first appearance, presented a number of steam-pumps supported on platforms trying to pump the river dry.—Upon near approach and fairer view of the object the upper timbers and frame of a vessel hove in view, apparently cut in two abaft the main mast, with the forefoot just out of the water and the American flag waving proudly from the cut-water of the once noble old frigate "Congress." Feeling desirous of giving our readers and the public abroad a detailed statement of the appearance of the wreck and the *modus operandi* of the indefatigable contractors in accomplishing their purpose, we called upon the Quartermaster's Department for the facilities of carrying out our desire. Whereupon, through the courtesy of James Lowry, Esq., of the Quartermaster's Department, we were tendered the use of the staunch and fleet tug, "Samuel Winpenny," which ran along side the wreck, and awaited our leisure. Upon boarding the wreck her appearance struck us very much with the condition of poor old Pillicody: "All covered with seed and barnacles." Her stern and afterpart is blown off about fifteen feet abaft the main mast, and she is burned down within about two feet of the futtock timbers in the frame of the berth deck. Her hold, as it looks, is an indiscriminate mass of blue mud and oysters, the bivalves being of the largest size. Several of her maindeck guns are visible, with a number of round shot, and, upon close observation, a large lot of kentildge, and tanks, anchors and other paraphernalia. From the bulkhead aft both sides forward are thrumed with old canvass and secured by plank to keep the water out. On a platform upon the afterpart of the wreck were two steam-pumps in operation, throwing streams of water about the size of a man's body. In consequence of the dry dock at the navy yard not being ready the wreck was laid ashore on Ferry Point flats, in fifteen feet of water, the wreck drawing nineteen feet, four feet being in the mud, where she will remain until Tuesday, when she will be taken to the yard and docked.

Last November, D. A. Underdown & Co., (the other members of the firm being John Brown and O. E. Maltvy), took the contract to raise the "Congress." Shortly after taking the contract, they commenced making preliminary examinations, preparatory to commencing work, but were called off in the meantime by the government to raise the ram "Albemarle," sunk by Lieutenant Cushman, at Plymouth, which they successfully accomplished, delivering the ram at the Navy Yard. In June they commenced again on the "Congress" and with the aid of their divers and submarine armor, bulkheaded the "Congress" and made all ready to start the pumps on her. By an accident to the "Jean Sands" pump, the vessel upon being raised settled back to her old bed. The interval was occupied in "making assurance doubly sure." So, on Saturday, the contractors started to work with five powerful pumps, determined to be prepared against every contingency of a failure, and feeling confident of their success. At about 7 o'clock P. M. the tug "Jean Sands" with two pumps on board, Tug "Louis" with one pump on board and two pumps on the wreck, with the tug "Chowan" astender, commenced work. The pump on the "Louis," after working about half an hour, gave out. Nothing daunted, and such contingencies being provided against by the foresight and experience of the indefatigable contractors, work was kept up by the other four pumps until 3:30 o'clock on Sunday morning, when the wreck floated off, and was straightened up the channel to Norfolk. The four pumps were kept up to their full capacity in order to keep the wreck clear, and had the slightest accident occurred while crossing the deep water towards Sewell's Point the wreck would have gone down. Everthing worked to a charm. At 7 o'clock A. M., on Sunday, the wreck was met off Sewell's Point by the tugs "Stephen Decatur," "Francis King," "U. S. Tug," "Poppy," "Chesapeake," and "Erie," which hitched on and lent a hand to bring the old "Congress" in. Coming up the channel the fleet was joined by several steamers of the Quartermaster's Department, with a number of spectators on board, who made the welkin ring with their enthusiastic shouts of joy and welcome. From Town Point to the Flats, where the "Congress" was layed on shore, the river was one scene of commotion, and the wharves were lined with spectators.

The *modus operandi* by which the "Congress" was raised we shall endeavor to describe. All the bulkheading and thruming of the wreck was done under water by means of divers in submarine armour. The principal divers at work upon the "Congress" were Messrs. L. P. Wyman and John Green, who remained under water and worked with their tools from four to six hours at the time, as emergency required. When everything was prepared for the pumps, at low tide, the top timbers of the wreck just protruding above the water, the pumps were put to work, and the wreck gradually floated to the surface. The steam-pumps on board of the wrecking steamer "Jean Sands," Acting Ensign Henry P. Hathaway, Volunteer Navy, Commanding, were worked by and in charge of William H. Dukehart, an able and accomplished engineer and machinist from New York. The pumps, two in number, had the following capacity. One 15-inch pump, throwing 18,000 gallons of water per minute, and one 9-inch pump, throwing 2,500 gallons per minute. The "Jean Sands" is also provided with a a steam derrick and purchase for striking in and out the ponderous machinery used generally for wrecking. The pump on board the "Louis" was a 10-inch, with a capacity of 3,000 gallons per minute. The two pumps on the wreck were in charge of Mr. Riley, an efficient and intelligent engineer. Their capacity were 1,500 gallons per minute for the 6-inch pump, and 2,500 gallons per minute for the 9-inch pump. It will therefore be seen that the five pumps had a capacity of 27,500 gallons per minute, but in consequence of the pump on board the "Louis" giving out the capacity was reduced to 24,500 gallons per minute, which the sequal developed was amply sufficient to carry out the successful result, achieved by the energy and perseverance of Messrs. Underdown, Brown & Maltvy, who deserve great credit for the result of such an enterprise, which has fully demonstrated the fact that "the power of man is mighty and wonderful."

The "Congress" was a 44-gun frigate, and had been connected with many and well known associations of our Navy. On the 10th of March, 1861, about 1 A. M., she blew up off Neports News Point, having been set on fire by her officers and crew, as they abandoned her. It is well known that after the "Merrimac" ran into and demolished the "Cumberland" her purpose was to do the same for the "Congress," but she slipped her cables and squared away with all available sail for Old Point, but having her decks raked fore and aft by the fire of the the "Merrimac," and being several times hulled by shot and shell from the Rebel fleet, no resource was left but to beach her. The "Merrimac" was a terrible adversary and wooden walls stood no possible chance of resistance against her formidable battery and steel clad prow. The excuse given by General Wool for not opening the guns of the fort upon her was that he was fearful it would draw her fire upon the fort, thereby endangering the lives of the officers wives who were there during that eventful combat.

What use the remains of the old frigate will be put to remains with the Government. We suggest that she be rebuilt as a first-class iron clad, sea-going frigate, with her old name, as a kind of demonstrative assurances of the advantages of science and enterprize of our wreckers over revolution and the elements.

MILITARY COURT.—Albert Williams, (colored), charged with embezzling a $5 note from Ann Berry, (colored)—sentenced to refund the amount and costs.

Edward Bollard (colored), charged with nuisance under the city ordinances. Case dismissed but guard sent to compel the adjoining tenant to abate the nuisance.

Samuel Melson (colored), charged with stealing an ear of corn from the garden of Caleb Melson. The boy was a former slave of Melson, and only went into the yard where he had been accustomed to go, and took an ear of corn to feed a tame pigeon. This we consider a small thing for Melson. The negro showed more magnanimity than the former master, and plead guilty. The master looked sheepish and left the Court.

John Franklin (colored), stealing a pocket-book from William Gates (colored), continued for a further hearing.

William Roberts alias Overton (colored), belonging on board receiving ship Ohio, in Boston harbor was arrested charged with highway robbery. It appears that on Friday Mr. George E. Belote, residing beyond Getty's Station, in Norfolk county, came to Portsmouth with a load of wood, accompanied by a crippled son. On his return when near his home his son desired to go into the woods for his crutch, which had been left behind, and upon their return to the road they saw three colored sailors sitting on the roadside. Upon Belote coming up to them the sailors stopped him and asked him what time of day it was. Belote replied that it was two o'clock, looking at his watch. Upon pulling out his watch one of the sailors demanded it. He refused to give it up. Upon which Overton drew a navy revolver and said he would blow his brains out if it was not given up. Belote then forked over the ticker, whereupon Overton, backed by the other two negroes, next demanded his money. He having no cash the robbers contented themselves with his tobacco. After they had thus gone through the old man they ordered the boy to come up. The boy replied that as he was a cripple they must come to him, which they accordingly did, and rifled his pockets. As they found nothing but some tobacco they generously permitted the Belotes to go on. On Saturday Mr. Belote visited Portsmouth and made complaint to the police office, and gave a description of the robbers, whereupon Overton was recognized and arrested. Upon his person was found the watch and chain of Mr. Belote and another watch and chain, with a pass for one week, dated "Receiving-ship Ohio, Boston harbor, June 24th, 1865." The Judge asked Overton for his discharge. He replied that he had sent it to Roanoke Island. He denied any connection with the robbery, but did not attempt to explain how he came by Belote's watch. Neither did he give any information as to who his confederates were, but it is generally supposed that all three are deserters from the navy. Overton was turned over to the military authorities for trial by a military commission.

SWORD PRESENTATION.—An amusing scene occurred on Saturday, in which several of our waggish citizens participated. The ringleader in the affair, was of course, that joker Barney K——, Esq., aided by his Lieutenant and neighbor—the practical Mister L——. A friend of theirs—who knows how to keep a hotel on Market square—of very fat—Falstaffian—hugo—immense—grand—large—terrible, proportions, had purchased a horse, a noble charger of the dray-horse breed, at Shaw & Roberts' auction, for sixteen round dollars in greenbacks. Now K——, feeling that a horseman must be a cavalier, and a cavalier without a sword was no cavalier at all, determined that "mine host" of Market square should have an instrument of that kind—and consequently the Lieutenant was sent to apprise him of the determination of a select company of his friends to present him with a superb specimen of the aforesaid implement of death, destruction, devastation and desolation. He declared his willingness to accept. The parties met. The sword was brought forth in a case. S—— made a speech in Portuguese, and the recipient responded in Italian. They naturally misunderstood each other, and the spectators didn't understand either of them. K——, who has been to the Rhine, and knows a little Dutch, pretended it was all right, and that he knew what they were saying. The lager beer was called for, drunk, and then the sword case was opened. It proved to be like the sword of Wamba, the son of Witless—a *wooden* implement about a foot and a half long and large in proportion. The recipient looked at it with a good humored twinkle in his eye, and remarked that the joke was about as *point less* as the sword, nevertheless, he would accept it. The implement would answer his purposes quite as well as one of steel—besides he should retain it as emblematical of the peacefulness of the times and the *dullness* of his friends. That sword was a two-edged one, and we guess it may yet cut both ways. Look out Barney for the reaction. Like a boomerang that weapon may strike back again!

DOES THE efficient commanding officer of this military district know that Talbot street is becoming as delectable as the worst sinks of iniquity about the well remembered and classic regions of Five Points, in New York? On Saturday night, duty called us out until about one A. M.: our attention was called to a hack driven through Talbot and Cove streets, containing about five or six colored girls singing and yellin g, evidently inspired by bad whiskey which they obtained at some of the doggeries on Talbot street. Let our worthy guardians of safety travel around *in cog*, if they want to know the depravity of this goodly city. We need an efficient and rigid police, especially for certain localities. The military police cannot, or is it expected that they can, be ubiquitous. Let our night police be put on in addition to the military police, that by their united efforts all street walkers and midnight brawlers may be brought up for condign punishment and example. Summary examples in the punishment of delinquents, inspired with a false sense of the blessings of freedom, are worth all the written advice which can be packed between here and Pungo.

NEW FIRMS.—Old Norfolk is throwing off her lethargy, and new firms are springing up daily. Our young men have determined to profit by example, and bend all their energies to the advancement of business. By reference to the advertising columns it will be seen that James Little and John C. Rogers have associated themselves into copartnership for the purpose of conducting the importing and manufacturing business of cigars, and dealing in leaf tobacco, at No. 20, corner of Wide-Water and Roanoke streets, over the store of N. A. Thompson & Co. The relative qualifications and business capacity of these gentlemen are well known, and we bespeak for them a goodly share of patronage.

Henry P. Worcester, General Commission and Forwarding Merchant, has opened at No. 12, Campbell's Wharf, and, by reference to our advertisements, it will be seen that he keeps on hand a general assortment of choice groceries, liquors, soap and a choice lot of gunny cloth, which can be bought low by an immediate application.

Fred. S. Hipkins and James F. Milligan have joined the fraternity of "those who sell at public outcry," and thrown their banner out at the corner of Commerce and Wide Water streets, at the old stand of John James, in the third story over the store of Burgess & Core. These young gentlemen have started *high* in life, and trust to an indulgent public to keep them *up*. We refer you to their card. Their motto is, "Business is business, and must be attended to," and we know it will be.

MAYOR'S COURT.—Fred. Thompson, charged with stealing a watch—discharged, as it was proved his watches were all lockets.

Moses Murden and Thomas Valentine, charged with fighting in the market—Murden was fined $20 and costs.

Mrs. Anthony appeared in court, and appeared to be greatly exercised about her cows, which escaped the vigilance of her cowherd, and was picked up by some of the vigilants and drove out to the pound. The Mayor referred her to Mr. Hawkins.

During the absence of Mayor Tabb his seat will be *filled* by Simon Stone, Esq., a man of magnitude and preponderance, and particularly *hard* on delinquents. So, look out all those who are short on the ordinances.

PETERSBURG EXPRESS.—This sprightly journal has entered upon its *decade* and a half, and, as yet, shows no sign of *decay*, but "the longer it lives the longer it lives," in the language of Aunt Rosa Muddle of Black Jack. Its circulating *medium* presents rare advantages to our merchants and others, who know the advantage of printers' ink and its remunerative benefits. A. F. Crutchfield & Co., are the publishers. The senior we know, and feel assured that no man of his *size* is any *higher*. His qualities cannot be improved on. "May his shadow never grow less," and his well conducted paper grow larger. For full particulars of the advantages of the Petersbuag *Express* we refer to the advertisement in another column.

LEWIS'S STEREOSCOPTICON.—This is the title of an exhibition which is nightly attracting crowded houses at Glenn's Theatre. We attended on Saturday night, and were greatly entertained by the views and delighted with the mad antics of the negro minstrels, who do the funny part of the performances between the scenes. Mr. Gregory, the celebrated banjoist, cannot be excelled in his profession. To-night there will be another exhibition—a prize for the best conundrum, a silver cup to the handsomest man, a tin cup to the ugliest man, and *bon bons* to the ladies generally. Our local or Ben Thomas will get the tin cup certain.

FIREMAN'S FUNERAL.—On Friday the Hope Fire Company followed the remains of their late friend and member James Hill, to "that bourne from whence no traveller returns." The Company turned out in force, as citizens, and a large concourse of the friends of the deceased united in the procession to pay the last sad rights to one whom all respected as a kind and warm friend, and admired for his zeal and energy in conquering the "devouring element." The deceased was about 29 years of age and died with the billious fever. His remains were deposited in Elmwood Cemetery.

MAYOR'S COURT, *Portsmouth*.—Mary Taylor (colored), arrested on complaint of Margarett Taylor (colored) on suspicion of stealing $1,300 in money and some papers. The charge not being sustained the accused was dismissed.

Edward O'Res, arrested for disorderly conduct in creating a disturbance and annoying his neighborhood generally—reprimanded and dismissed.

FIRE DEPARTMENT.—We are requested by Mr. Folger, Chief Engineer of the Fire Departmet, to say that there will be a trial of all the engines this evening at 5 o'clock, at the foot of Roanoke Square. It will be a very interesting display, and prove how efficient our department is, or how inefficient or insufficient.

HARD LABOR PRISON contains 210 prisoners, white and black. Four or five of these are awaiting sentence. The others are all doing hard labor for various offences.

AFRAID TO LAUGH.—Ladies sometimes repress their laughter to avoid revealing the discoloration and imperfection of their teeth. Fair ones, we would advise you to try the fragrant SOZODONT. It will remove, at once, all impurities, arrest the progress of decay, and whiten such parts as have already become black by decay, and leave breath as fragrant as a rose.

A series of letters published throughout the country, purporting to come from Miss Clara Barton, the philanthropist at Andersonville, Georgia, are discovered to be forgeries which originated in Washington.

THE NEWS.

On inquiry at the United States Treasurer's office, it has been ascertained that of the large amount of notes presented for redemption, not more than one and a half to two per cent., if so many, are counterfeit. The spurious notes are easily detected and promptly branded "counterfeit," with an iron constantly kept heated for that purpose. Of course, the holders and not the Treasury bear the loss. From $90 to $100 of such currency of various denominations is destroyed every day. No knowledge of counterfeit national bank notes has come to the bureau, nor of ones or twos of the United States currency. The latter denominations, however, are altered to represent higher amounts, and some photograph fives are in circulation. A tolerably well executed $50 note recently found its way to the redemption bureau, having previously been stamped as counterfeit by an Eastern bank. The most numerous counterfeits are on the fractional currency.

A terrible steamboat disaster occurred on Lake Huron about six miles from shore on Wednesday evening, the ninth instant. The steamboats Pewabic and Meteor struck each other, while running at full speed, with such force as to crush in the entire bow of the former, causing her to sink in four or five minutes, and carrying down about a hundred passengers. It was scarcely dark when the accident occurred, and the boats saw each other when six miles apart. When approaching they exchanged the usual signals, and the Pewabic bore off to let the Meteor pass; but for some unaccountable reason this boat turned in the same direction and struck the Pewabic in the manner stated. A number of the passengers on the Pewabic were killed by the crushing in of her timbers. There were from one hundred and fifty to two hundred passengers on the Pewabic, only seventy-five of whom were saved.

The British gunboat Sphynx, one of the telegraphic fleet, which was left behind by the Great Eastern on Thursday evening, the twenty-seventh of July, arrived at Heart's Content on Sunday the sixth instant. She brings no additional news in regard to the laying of the cable, but reports the weather as having been favorable. The commander of the Sphyn does not see how he could have passed the Great Eastern without observing her. The Sphynx arrived under sail, having been short of coal for several days. The Cora Clinton arrived at North Sidney, on Friday, the 11th instant, and reports that no tidings of the Great Eastern had reached Port au Basque up to the evening previous. It was the opinion of Engineer Everett, who assisted in laying the first Atlantic cable, that the laying of the present one is a failure.

The Republican State Convention of Maine unanimously adopted resolutions congratulating the country on the success of the national arms and the extirpation of slavery, and thanking the army and navy therefor; expressing confidence in President Johnson, asserting the right of the colored people to the exercise of the elective franchise, maintaining that the Southern people should be kept under provisional governments until it has been proved safe to trust them for loyalty, and that they should not be admitted to representation in Congress until they have prohibited slavery in their State Constitutions and removed color disabilities, and urging the speedy trial and punishment of Jeff. Davis.

By the arrival of the Saladin from Rio de Janeiro we have later news from the war on the river Plato. An important naval engagement had taken place between the Brazilian and Paraguayan fleets at Riachuelo, on the Parano, in which the Paraguayans were totally defeated, losing four steamers and six floating batteries. On the other hand, the Paraguayans had captured the town of San Borjy, in the Brazilian province of Rio Grande.

The Navy Department has received intelligence that the Rebel pirate Shenandoah, before leaving Australia for her career of plundering and burning in the North Pacific, took on board at Melbourne twelve hundred tons of coal, and that her present First Lieutenant, who joined her there, gave up the command of an English steamer to enlist in her piratical service.

The State Department in Washington has been informed by our Consul in Malta that the cholera is raging there fearfully. Communication with the adjacent islands has been suspended, but the steamers still continue to run between England and Malta, thus giving the dreaded disease a chance to spread beyond the Mediterranean.

The railroad train from Muscatine, Iowa, to Washington, in that State, met with a disaster on the tenth instant, at Ainsworth, by going through a bridge. One of the passenger cars was precipitated into a chasm. Four persons were killed and several passengers were wounded.

The Commissioner of Internal Revenue, Hon. Wm. Orton, has been absent at his home since Friday, sick, and was so indisposed on Wednesday as not to be seen on business. In his absence, the duties are efficiently performed by Assistant Commissioner, Hon. S. A. Rollins.

On Monday night there was a severe hail storm extending through Sauk, Crawford, Richland and Iowa counties, Wisconsin, wilting and destroying large fields of wheat. Two hundred farms were laid waste, with a loss of from $300,000 to $400,000.

The army worm is said to be making great ravages in the cotton crop in Texas. At Wharton one field of two hundred acres was entirely destroyed in one night. This report was made a week ago, and is renewed, probably for speculative purposes.

The Monitors Dictator and Agamentious had an exciting race last Tuesday after leaving Boston harbor, in which the Dictator was the victor, notwithstanding she had bursted one of her boiler flues.

During a recent storm at Natchez several coal barges on the river were sunk; among them one containing twenty-two thousand bushels, belonging to the Government.

The steamer Star, with over three hundred bales of cotton on board, was burned about two weeks since on the Red Bayou, a tributary of the Red River.

The grand Indian council heretofore noticed as to be held at Fort Gibson, has been ordered to be held at Fort Smith, sixty miles below on the river.

INTERNAL REVENUE DECISIONS.—The Commissioners of Internal Revenue have made the following decisions public:

Ordinary dredging for the purpose of keeping water channels in a navigable condition is considered rather as a work of repair than as a labor of construction. Therefore contracts for such labor do not render contractors liable to license.

A deed executed prior to September 1, 1862, if it was delivered prior to that date, requires no stamp, and may be admitted to record; but if delivered since that date it should be stamped, and cannot legally be recorded without.

Bonds given in actions of replevin and in actions commenced by "capias" are held to be bonds required in legal proceedings, and therefore are exempt from stamp duty.

Arrivals at the Atlantic Hotel, Aug. 13

J J Bartlett, Capt 51st N Y Vol; G A Percival Pa; D Williams, N Y; H H Foster, U S V; D Simonton, Capt U S A; A J Smith Maj U S A; R B Somrehill, Balt; A Pace, Ireland; G A Camey, N C; Miss M B Hoffman, N C; J T Holt' Va; Capt Griffine, N C; C P Roocker, Deposite, P Y; J N Love, N Y; L L Shipman, Deposite, N Y; J A Carpenter, Northampton; A C Dunn, Richmond; S T Byers, Columbia, S C; A Allen, Balt; B Maguire, Va; W H Rogers, Portsmouth; J Nevil, Portsmouth; J Pollock, Richmood, T P Galria, Philadelphia; J E Jacobs, Ga; P Steele, N C; S W Glenn, Balt; J J Simpkins, E Chore, Va; Capt J W Knowles, Raleigh, N C; H Foster, Washington; H A Foster, Washington, N C; C Nelson, Smithfield; Rev J D Thomas, Northampton, Va; H O Rawls, Va, B F Betser, U S A; A J Dalleat, Ill, J Burroughs, Princess Ann C H; W W Carroid, Va; J Prasser, Va; F I Armstead, Jr Chappel Hill; J C Wright, Va; D Able, Na; J W Robinson, N Y; B Monroe, Va; J Hornpipa, Va; Dr E Corlano, La. F M Ellyott, Balt; J Potts and son, Washington, J Foster, Va; Miss Foster, St Louis; J B Tree, B H Waither, Va; J F Neitherland, N Y; W Cooper, N Y; M Pittman, E S Joynes, Accomack, Va; G T Garrson, Va; J H Fisher, Northampton; C B Jordan, Isle of Wight, Va; T Ellyott, New Brunswick; V C Cook, Va.

SHIPPING INTELLIGENCE.

PORT OF NORFOLK, AUGUST 12.

ARRIVALS.

Steamer Geo. Appold, Holmes, Boston.
Steamer Clarion, Morse, Williamston, N. C.
Sloop Chart, Woods, Little River, N. C.
Schooner Ann Elizabeth, Baker, New York.
Steamer James T. Brady, Landis, Baltimore.
Steamer Daniel Webster, Roix, Baltimore.
Steamer Thomas Colyer, McCartick, Richmond.
Steamer City Point, Talbot, Richmond.

DEPARTURES.

Steamer William Kennedy, Hallett, Boston.
Steamer Gazelle, Byers, Conyack, N. C.
Steamer M. Martin, Livingston, Richmond.
Steamer Dictator, Deering, Richmond.
Steamer James T. Brady, Landis, Baltimore.
Steamer Daniel Webster, Roix, Baltimore.

LIST OF ARRIVALS AND DEPARTURES AT FORTRESS MONROE, August 11.

ARRIVALS.

Steamer Peconic, Washington.
Steamer James T. Green, Richmond.
Steamer Ranger, New York.
Steamer Wyoming, Washington.
Steamer Ella May, Newbern.
Schooner H. Nichols, City