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NEW ORLEANS.
SATURDAY MORNING, APRIL 6, 1861.

The Jeff. Davis Bee.

Office, 73 Chartres street. NEW ORLEANS, SATURDAY MORNING, APRIL 6, 1861. Vol. XVII—New Series. Vol. XXXIII.—Whole No. 11,951.

RATES OF ADVERTISING.
Advertisements will be inserted at the following rates, viz: Ten cents per line for each insertion, Twenty cents per line for each insertion, Fifty cents per line for each week, Seventy-five cents per line for each month.
Advertisements on the first page ONE DOLLAR per square each insertion.
Advertisements inserted at intervals will be charged ONE DOLLAR for every TEN lines, for each insertion.
The privilege of Annual Advertisers is limited to advertisements relating exclusively to their business and in extent to one square every other day.
No subscription taken for less than one year. No subscription to advertising will be discontinued until all arrearages are paid, unless at the option of the proprietors.

SUBSCRIPTIONS BY THE WEEK

The carriers of the BEE are authorized to receive subscriptions to our paper, at the rate of 25 cents a week, payable in all cases to the carriers themselves.

Sales at Auction To-Day.

By E. Roger & Co., at 10 o'clock, at Nos. 45 and 47 Old Levee street, boots, shoes, brogans, ready-made clothing and well-skirts.

By C. E. Forstall, at 12 o'clock, at the Merchants and Auctioneers' Exchange, Royal street, property in the Second District—succession sale; also, at 12 o'clock, at the same place, property at the corner of Dauphin and Conti streets; also, property at the corner of Esplanade and Villere streets.

By E. S. Audler, at 4 P. M., at the Old Basin, the schooner Jane.

By D. E. Murphy, at 11½ o'clock, at No. 47 Magazine street, meat and boys' soft hats.

By N. Vignie, at 12 o'clock, at the Merchants and Auctioneers' Exchange, ten shares Opelousas Railroad Stock; also, a dwelling house on Robertson street; also a negro woman sold her son.

By M. Barnett, Jr., at 10 o'clock, at his auction store, corner St. Louis and Chartres streets, jewelry, dry goods, shoes and German cigars.

By T. R. Lyon & Co., at 10 o'clock, at their salerooms, Nos. 48 and 47 Old Levee street, straw and fur hats without reserve.

By Vincent & Co., at 10 o'clock, at their auction rooms, No. 39 Christopherson street, dry goods.

By D. E. Murphy, at 10 o'clock, at No. 47 Magazine street, soap.

The sale to be made this day by the Sheriff competitor. At 10 o'clock, A. M., on the premises, the residence of grocery store situated at the corner of Bienville and Marais streets, Second District of this city; also, the unexpired term of the lease of said premises. 2d. At 11 o'clock, M., at the City Hotel, Common street, twelve valuable improved lots of ground situated on Maude ville street, Third District, and four slaves. For particulars see advertisements.

AUCTION SALES
—AT THE—
Merchants and Auctioneers' Exchange.

Mr. N. Vignie will sell this day, at auction, at the Merchants and Auctioneers' Exchange—

A desirable two-story dwelling-house, bricked between posts, situated in Robertson, between Ursulines and St Philip streets, on a very long credit.

A few trusty City servants.

The shares of the Opelousas Railroad Company, for account of the estate of the late A. L. Mills.

A one story brick house situated at the corner of Dauphin and Touloise streets, for account of the estate of the late Mrs. H. H. Desforges.

Southern Pacific Railroad.

The magnificent influence which this road when even seventy five miles are completed, is destined to exert upon our growing city, makes it a high duty on our part to present this subject to our citizens and our stockholders, who have invested nearly $100,000 in the enterprise. We have already published the able, practical and convincing speech of the new President STEVENSON, who occupies an enviable altitude among railroad men for scientific and financial ability, for energy and personal means, and *never failing success* in whatever he has undertaken. The display of those admirable qualities of the managers of this road for the last three years has redeemed it from total ruin, and placed it on a basis which has induced Mr. STEVENSON to commit his well-earned reputation upon the final success of the scheme. To show that he has just grounds for this confidence, let us consider the three great resources in prospect:

1st Congressional aid. This would have been obtained at the last session, had not political dissensions interfered and wrecked the schemes, have succeeded had not Texas seceded! the bill having previously received nearly two thirds of the votes of both Houses. And here it may not be improper to remind stockholders who are entertaining doubts as to proper management, and hesitating whether they will protect their stock by the purchase of one-fifth more, that there must be some great advantages in a scheme which has secured the favor of a majority of Congress, which, at the next session, will, as a peace offering from the Republican party, unchoke entirely just the bill subject only to the proviso that the grant so far as the road lies in Texas shall not take effect until she returns to the Union. If she declines to do so, the Company only loses eight millions of dollars of the thirty-six millions, leaving twenty-eight millions of dollars and fifteen millions of acres of land to construct the road beyond El Paso to San Diego. And a well grounded hope may be entertained that the Confederate States will consult their highest interests and a just magnanimity by granting the eight millions through Texas which should lost to the Company by the action which the Southern States deemed it their duty to adopt. If, however, this expectation shall not be fulfilled, the road can be built with the twenty eight millions of dollars and fifteen millions acres beyond El Paso, to be provided at the next session at Washington.

2d. The energy and sagacity of the managers of the Company have secured a contract with eminent bankers in France, *which they are ready to fulfill the moment peace, by reunion or final separation shall be made certain.* This contract, when executed, secures the completion of the road, and will render it unnecessary to sell any more stock or to ask the stockholders for another dollar. Of the character and ability of these bankers to comply with the contract the most indisputable evidence is afforded in the report of a committee to the Legislature of Virginia, where the same parties have a contract to complete the James River Canal 200 miles to the Ohio. The pamphlet containing the report is before us, and may be examined by any stockholder. We understand the Governments of France, Belgium and Spain, whose subjects are members of this most powerful moneyed association in Europe, have given their official assent to their subjects thus investing their funds abroad—a consent which, it is well known, is necessary to all such transactions, and which, in its effect and influence, gives a passport to all other subjects to invest in the foreign project. As soon therefore, as there is assurance that civil war will not occur in America, the parties are ready, as will appear from recent letters, to enter upon the contract. Will stockholders forfeit their interests in the Company because they believe war is inevitable? Or, will not they exercise their sound discretion in this matter.

3d Supposing no aid shall be obtained from Congress, North or South, or from the French contracts, it is the part of prudent men in regard to their interests to look at the final resort and *last reserve*—we mean the inherent resources of the Company in the munificent grants of Texas, which is so deeply interested in the result. First, of lands, as a gift, of 10,240 acres to the mile, and of money, as a loan, of $9000 to the mile, until the school land is exhausted. The amount of the Illinois Central Railroad is a fixed fact—700 miles completed in five years upon a grant of 3840 acres to the mile, with a heavy perpetual bonus to the State, which required $2,600,000, already squandered to be repaid. Texas, in her magnanimity and far-reaching sagacity as to the transcendant effect of the road on her prosperity, stipulated for no such onerous burdens upon chartered privileges which are perpetual, as established by the decisions of her courts in the recent struggle so triumphantly terminated by Marshall. It is fair to reason from the past as to the future, and supposing these grants of Texas are only half as valuable as those of the Illinois Railroad, the Southern Pacific stockholders will own a paying road sixty-four millions of dollars, estimating eight millions of acres at $5 per acre, less than half the present sales of the Illinois road. Let us come down to the present attitude of the Company. Twenty-five miles have been in running order for some time. A contract with the most experienced railroad men in America is now executing and to be completed this year for 85½ additional miles. When twenty five miles more are graded (of which eighteen are finished) the Company will draw from the Treasury of Texas $150,000 to be paid to the contractors. The Company has patents for 336,000 acres of land, and when the additional fifty miles are completed, will own 512,000 acres more, in all 768,000 acres, and will receive of the loan $300,000 more. President STEVENSON expresses the confident opinion that these seventy-five miles through a rich, well populated country, adapted to wheat and cotton, will afford an annual profit enabling the road to be extended annually twenty five miles, realizing the hopes of those humble parties, and thus making it a self-constructing road to El Paso, where all the trade of Northern Mexico will concentrate. To construct these additional fifty miles the President only asks the stockholders to increase their stock *one fifth*, and thus secure a self-sustaining road, without depending upon any reinforcements from Congress or the French contract, and the victory is just as certain and as glorious for him and his associates as that of Napoleon at Marengo on the memorable field of Marengo.

But the practical opinion which President STEVENSON expresses as to the value of this enterprise should not leave a doubt in the mind of stockholders in the present exigency. When the additional 50 miles are finished and the Vicksburg road is extended beyond Shreveport to the Texas line (only 18 miles), he expects the stock based upon the land grants of Texas to be worth more than the investment of capital in any other enterprise, and that stockholders should sacrifice any other property, rather than forfeit such chance, he believes, will yield almost certainly 8 per cent. on $5 invested, a result inevitable when stock shall have advanced to the legal amount of a share—$100. He thought an investment in this stock for a man's children was affording ease for them than all the previous efforts of their lives, and surely, under his wise, able and energetic management, no stockholder should hesitate to protect his stock by following his excellent advice.

It only remains for us to say that General RICHARDSON, the Agent of the Company, may be found daily at Mr. PELERSON's office, No 84 Common street. He is fully empowered to make all the necessary arrangements with stockholders.

FURTHER BY THE AFRICA.

New York papers of the 1st contain additional advices by the Africa, which brought English dates to the 17th ult.

The Duchess of Kent, mother of Queen Victoria, was taken dangerously ill on the 15th, and the Queen and Royal family at once left town for her residence, near Windsor. The Duchess is said to have long suffered from cancer, and the disease assumed an alarming character. She died on the 16th ult.

The case of the Hungarian bank notes, in the Court of Equity, in which the Emperor of Austria and M. Kossuth are plaintiff and defendants, came up on the 14th March, but was postponed till next term.

The London *Daily News* says that the English Government, struck by some inconsistencies and inaccuracies in the dates and circumstances put forward by the Chinese authorities, had referred the Chinese Government £20,000 for the production of Capt. Brabazon alive.

We notice that at the late judicial election the parish of Plaquemines polled 1014 votes. At the Presidential contest last November the vote did not much exceed 450. Who shall venture after this to impeach the patriotism and public spirit of the citizens of Plaquemines, or to accuse them of indifference to the grave responsibilities of judicial office? It is clear that they attach more importance to the latter than to the Presidency itself. On this occasion the people of Plaquemines almost rivaled the immortal exploit of 1844. Plaquemines is a singularly elastic parish. It can be compressed or expanded without limit. It is good for one hundred or one thousand votes in the hands of skillful operators.

In the army of the South, according to the list of officers recently published, we find Mr. Wright Rives, the oldest son of Mr. John E. Rives, the publisher of the Washington *Globe*. Mr. W. R. is an alien of the West Point Academy. His rank is that of a first lieutenant of artillery. Next to him on the list stands Mr. Alfred Rhett, a brother of the editor of the Charleston *Mercury*, also a first lieutenant of artillery.

DEATH OF W. A. PURDOM.—After an illness of a few weeks, says the *Mississippian* of last Saturday, W. A. Purdom, formerly editor of the *Flag of the Union* in that city, and more recently Mayor of Jackson, expired at his residence yesterday morning, at 5 o'clock.

THE DEBT OF THE UNITED STATES.—The debt of the United States Government at the present time is about eighty millions of dollars. In December last, when the last official returns were published the debt was $63,799,000, including nearly $12,000,000 of Treasury notes. Since then two issues of Treasury notes, $5,000,000 each, have been made, and $8,000,000 have been borrowed under the act of February 8th. These recent loans would have swelled the debt to $81,000,000, if no Treasury notes were paid off. Between December and March, however, some of the Treasury notes included in the above $12,000,000 were paid off, while, on the other hand, it is probable that the public debt was increased in other ways, so that on the whole the actual debt at present is likely to be about $80,000,000. The U. S. Secretary of the Treasury, Mr. Chase, has just called for another loan of eight millions, which will increase the indebtedness to $88,000,000.

The Washington (Ga.) *Independent* of March 30th says that three negro children, between the ages of two and six years, were sold in that place, on Tuesday last, for one thousand four hundred and ninety dollars—credit till next January.

[From the Columbia (S. C.) Guardian.]

A Southern Proposition.

The Two Tariffs—How they may be Made to Harmonize without Prejudice to Either Confederacy.

MR. EDITOR: Let the Independence of the Confederate States be acknowledged by the United States, and then the question of secession it be agreed between them that the United States shall have a collector, with all needful assistants, in every port of entry in the Southern Confederacy, who shall previously give bond to the United States duties upon all goods destined for either of the United States. And let the collector of the Southern Confederacy collect the duties destined for any State in the Confederacy, according to the Southern tariff. One custom house may answer, or be made to answer for both collectors. Goods transhipped from one of a Confederate State, when actually destined for one of the United States, should be forfeited to the United States, or subject to such laws as the United States may provide. Surely no State which prefers the Northern to the Southern Confederacy would object to paying the duties imposed by the Northern tariff. Surely no State would better an arrangement of the kind than the desperate expedients proposed by the Republicans for securing the revenue of the United States. I believe it to be perfectly practicable, and well calculated to harmonize the two republics. Or, let the Southern collector, under proper securities, and with suitable compensation from each Government, collect the duties or both.

The Southern States have no desire to make large revenues out of the ports of the United States, though they will be swept from the face of the earth before they will pay tribute to the United States.

The details might remain as they are, under compact, likewise. A B LONGSTREET.

The San Antonio *Herald* of March 30 states that the two companies, principally of Bexar county, under command of Captain McPhail and Haynes, returned last Wednesday to that place. They ranged the frontiers extensively, but without seeing any Indians.

The *Herald* thinks the last reports of Indians are greatly exaggerated, though by no means unfounded. A correspondent of the *Herald*, writing from Uvalde, March 25, says that the Indians have committed some fresh depredations between that place and San Antonio. They stole a lot of horses from a ranch on Monday, the 23d. Another party have been up the Sabinal Canon and stole several head of horses. The people of that Canon have lost a good many, some fifteen or twenty families have moved into it.

THE WHEAT CROP.—Says the Caddo *Gazette*: We learn from persons directly from the prairies of Texas that the wheat crop was never better. A large crop will be saved and the wheat is now almost matured. As soon as our railroad is completed, large flouring mills will be erected in Shreveport, and a market created for all the surplus of that most valuable crop.

It is most fortunate that the planters in Northern Texas will make large grain crops this year. The scarcity of provisions in the cotton region will open a big market for flour. The current of trade will be changed, and Texas flour will be sold this summer to citizens of Shreveport.

BUSINESS PROSPECTS IN NEW YORK—*Decreased Importations*—There appears to be very poor prospects in New York, as elsewhere, for any thing like activity in business. The New York correspondent of the Philadelphia *Ledger*, after speaking of a falling off of $2,557,420 in foreign imports last week, adds:

These figures tell their own story. And if it needed any additional illustration, it may be had by a walk down Liberty street, and most other thoroughfares in that neighborhood, where the wholesale dry goods houses are concerned. On almost every warehouse may be seen a little placard, announcing "Rooms to let, on low rents, and immediately the entire premises. The marble-faced stores which were erected in Liberty street, between Broadway and Greenwich street, during the flush times, a few years ago, have been a most unpromising investment. To-day, there is scarcely one of them, I am told, that could not be purchased for cash at about one-half the original cost. A little further up town in Cedar, Liberty and Chambers streets—there is more business doing, and real estate is suffering less depreciation; yet, even there, the falling off in business is in a variety of ways, painfully visible. It is idle to deny that the foreign importers are greatly alarmed lest this state of things, bad as it now is, is to be aggravated by the Morrill tariff and the anticipated competition from the seceding States. It is also true that not a few of them are making arrangements to transfer their business to the South. Politicians, for obvious purposes, may pooh-pooh these things, but they are facts, nevertheless.

DREADFUL ACCIDENT.—The Baton Rouge *Gazette* of the 6th has the following:

About daylight yesterday, Wednesday morning, the 3d instant, another sad accident occurred, taking from us instantaneously one of our best known and most esteemed planters of this parish—Mr. John B Kleinpeter. He was engaged about an engine attached to a saw-mill on his place, when the boiler exploded, killing him instantly and mangling his body in the most horrible manner. The engineer was severely but not dangerously wounded, and the fireman, a negro man, was scalded in such a manner that his recovery is scarcely probable.

Ex President Miramon, of Mexico, arrived in New York on Saturday. His history, says the *Post*, like that of all who have been prominent in Mexican politics, is one of striking vicissitudes. He was born in the city of Mexico, and at an early age entered military life. He served in the war against Texas, was made a prisoner by Commodore Moore, escaped. Thought but young, he was courageous and daring, and while still a young man he is now but thirty-one years old—because the nominal leader of the anti-liberal and clerical party, and during the late civil war rose to the supreme command of the forces of that party. He was defeated by the Liberals in August last, and on the accession of Juarez faction left Mexico. He expects to visit Spain.

TREACHERY OF A MEXICAN.—A letter to the *Alamo Express*, dated Uvalde, March 25th, says:

On the evening of the 20th Mr. J. C. Ellis, who keeps the stage stand at Turkey creek, on the Eagle Pass road, was alarmed by a message by a Mexican whom he had hired. Mr. Ellis turned the Mexican back with the second time over the hand with a hatchet. Supposing he had killed him, he searched his pockets, robbed the house and left. He was gone, taking two rifles, two six shooters, two horses, saddles, bridles, and twenty dollars in money, together with the following day, when the Eagle Pass stage arrived, and news being brought into this place, brought in. He is severely and dangerously wounded, but I think he will recover.

REPRIMANDS AND DISCHARGES.—We invite particular attention to the certificates in our advertising columns attesting the efficacy of the celebrated Dr. Sherman's cure and discharge to be obtained at No. 126 Mt. Ann street.

BY TELEGRAPH.

[TRANSMITTED TO THE NEW ORLEANS BEE.]

Continued Activity at the Brooklyn Navy Yard—Laborers Working Night and Day.

New York, April 5—Fort Lafayette, in the Narrows, at the entrance of New York harbor, has been garrisoned.

The soldiers from Governor's Island proceed to Fort Hamilton to-day, to embark thence for ports, the names of which have as yet not been ascertained.

There is still great activity at the Brooklyn Navy Yard, and in all the Army Departments. Laborers are working day and night at the forges and on the war vessels.

Special dispatches to the New York journals are contradictory and indefinite, but point to a collection of the revenue in the Southern ports by the Federal Government.

Fears of a Collision at Forts Sumter and Pickens.

Washington, April 4—Fears are expressed in political circles that a collision at Forts Pickens and Sumter is likely to take place.

Final Adjournment of the Virginia Convention.

Richmond, April 4—The Virginia State Convention adjourned finally to-day, after passing a resolution declaring the use of the forts simply to protect the country against foreign invasion. The vote on the above resolution stood: Ayes 68, nays 61.

Steamboats Passing.

Vicksburg, April 5—The steamer Scotland passed down at 9 yesterday, and the Peytona at 3 o'clock this morning.

☞ We copy the following special dispatches from the *Delta* of last evening:

Affairs in Charleston—The Schooner Fred Into—The Close Investment of Fort Sumter—Anderson's Communications Entirely Cut Off—All Reserved Forces Ordered to the Batteries.

WASHINGTON, April 5—The previous dispatch from Charleston, in reference to the attempt of a vessel to pass Morris Island batteries, and the proceedings relative thereto, is confirmed in every particular by intelligence just received.

Anderson took no further step yesterday.

Lieut Talbot, of Fort Sumter garrison, having been appointed by Lincoln an Assistant Adjutant General U. S. Army, left Charleston, by permission of General Beauregard, to report at Washington.

The schooner fired into was from Boston to Savannah, loaded with ice, and put in at Charleston on account of stress of weather. The captain had no other than a Federal flag to hoist. One shot took effect. No serious damage was done.

Gen Beauregard having reported all preparations complete, yesterday received orders from President Davis to stop Anderson's supplies and mails, and cut off all communication, and regard him as a besieged enemy. This was accordingly done to-day.

The floating battery has been moved down to position. All the reserved troops have been sent to the batteries. Sumter is now closely invested.

No attack will be made, unless provoked, until further orders from Montgomery.

No further messages will be allowed. Anderson must capitulate, and not evacuate. everybody in Charleston is delighted with these measures.

Awful Massacre of the Crew of the American Whaling Ship, Superior by the Natives of Terouofty Island in the Sandwich Group.

[From the Sydney Herald, Jan 21.]

The following letter, addressed to the editor of the *Herald*, by Captain Hugh Mair, of the schooner Ariel, has been handed to us by Capt. Devlin, of the Rebecca, now lying at this port.

"I beg to transport that I arrived at Samoa (Solomon Islands) on the 10th of November, and on the following day the schooner Ariel, Sinter master, arrived at the same place, having touched at Tuscany Island three days previously. The mate of the Ariel told me that he had reason to believe that the American whaling ship Superior, of New Bedford, Woods master, had been taken at the last named place. I thereupon immediately got under weigh and proceeded to Tuscany Island, where the native, as we usual, came up board in canoe numbers, and during the whole day were coming and going, but did not offer any thing for sale. This gave rise to increased suspicion, and further we noticed that they were not generous. I called one of the chiefs into the cabin, and told him that I knew of their having taken the ship and murdered the crew, and that I came for the purpose of taking the ship back. He then confessed that it was the case, but said that he had had no hand in it, which I afterwards proved to be purely true. The natives day the natives brought part of the ship's sails (all cut up), and several more articles which they wanted to sell, among the rest was the chart of the ship's boat. That day I found out the place of her crew were prisoners upon the island, and I at once set about trying to get possession of them. There were three more Europeans at the island, having the natives backwards and forward during that time. I went to the beach occasionally, and could see the men, but on my approach they were strongly guarded. None of the principal natives coming on board, as a last resource I had to secure a native who was related to one of the head chiefs. I put him in irons, and went ashore. I took the chief ashore, and again offered the natives to pay them for the men. They agreed at last to let me have one, who, on coming to the boat, gave me the decided intelligence that the whole of the crew of the Superior, with the exception of himself and five others, had been murdered and the ship taken. He gave me the name of the chiefs implicated—Copon, the head man, and America the next. My prisoner being a relative to America, I resolved to keep him until I got the two chiefs, and, if possible, I should get the two chiefs had, it seems, two men, and I was finally successful after a great deal of trouble. The three men, however, were in Copon had possession of, I could not get either by persuasion or by threats. At night I proceeded to the anchorage, where the ship had been taken, and remained there two days. I was in the natives, but I found the ship's jibboom on the beach, together with pieces of burnt timber, staves, &c.

"The Tark Superior, R D. Woods master (Woods owner), of New Bedford, sailed from that port the 25th June, 1857, made Tuscany Island on the 12th of September, and came to anchor there on the same day. On the 13th, 14th and 15th of that month the crew were employed in wooding and watering, and, from the time a statement, were visited by a great number of natives armed. On Sunday, the 16th, one of the crew went ashore. The carpenter and boat steerer went to settlement and were murdered in one of the native huts. The natives then proceeded, in canoes and overland, to the ship, and those who came by land fell in with the remaining six close to the beach, and murdered them. About 150 natives got on board the vessel and made a rush on the crew, who passed the night on deck expecting an attack. Those on deck were immediately tomahawked, only two escaping by jumping down the main hatchway, and joining the four below in the forecastle. One of the crew, whom I recover, saw the captain and second mate murdered by a native called "Billy," who has been to Sydney, and speaks English well. The chief Copon was the principal in this diabolical massacre. For six men below, being armed with lances, kept the natives from coming down the forecastle, until at last "Billy" told me I understand that if they came up they should not be hurt. At length, therefore, they did so, and were at once surrounded, and by the chief Copon ordered to lay on the deck. The chief America offered me any three of the men, and he persuaded Copon to keep the other three to till the ground. These three, as I have already intimated, I could not recover.

"The three men on board my vessel say they were well treated by the chief America, and they tell me that the native "Billy" was at the taking of the schooner Pearl, where I am now stanchion, about eighteen months before this happened. It is said that he went over to Tremary Island in the Superior, and had an opportunity of seeing that there were no arms kept, the crew being only seven old flint guns, and none of them loaded, when the ship was taken, and, in point of fact, the natives knew no more about it, amongst whom was a poor lad ten years of age—the crew consisting of thirty-two souls when she anchored. The natives took five boats, with a quantity of cordage and sails, which they cut up, and every thing else was destroyed by setting the ship on fire. The Superior had on board 150 barrels of sperm and 150 barrels of right whale oil. In November last she was in Honolulu, and shipped in the Midas, for the United States, 2583 pounds of bone, 370 barrels of sperm and 250 barrels of whale oil, as shown by her log in my possession.

"HUGH MAIR.

"RUBIANA, Solomon Islands, November 30."

MRS. SWISSHELM GOES IN FOR DANCING.—Mrs. Swisshelm in her paper of the 7th ult. reviews the following sermon lately delivered in St. Cloud, against dancing. She argues in favor of that amusement, and handles the reverend gentleman who preached the discourse severely, and justly, if she does not misrepresent him in the following extract:

But that part of the sermon for which we were totally unprepared, was its obscenity. We had not thought it possible that Mr. Nelson could have forgotten to be either a Christian or gentleman, and speak in the presence of ladies so as to lighten the ears of every man's right ear with the desires to kindle hell fire. He did. He uttered the grossest slanders, the most wholesale libels, we ever heard come from any man's mouth. The assertion that *the object of the dance is to excite the sensual passions and promote sensuality*—that ladies wear their dresses low in the neck and short-sleeved for this purpose, is a sentiment worthy of a fiend of debauchery. The assertion that thousands and thousands of men, of spotless reputation, take their wives and daughters and sisters to places for the known and premeditated object of awakening impure thoughts in their minds, and in the minds of men towards them, is an insult for which the speaker, in many a community, would stand to be lifted, and it is time for which the minds of the people are greatly exasperated.

HOW O'CONNELL SOLD MR RUSSELL, THE TIMES MAN.—The Mr Russell who now represents the London *Times* here, is the same gentleman who was sent by that journal to Ireland to sell O'Connell's peaceable agitation for a peal agitation. One of the first meetings the newspaper man attended was in Kerry. Having made head O'Connell's police guards, he thought he would ask that gentleman a permission to take a verbatim account of the oration. The "Liberator" not only consented, but, in his oiliest manner, informed the assembled multitude that "until that gentleman was provided with all writin' convenience, he wouldn't spake a word," assuming an air as brogue, which was altogether unnecessary. Russell was delighted. The preparations began, and were completed; Russell was ready.

"Are you quite ready?" asked Dan.

"Quite ready."

"Now, are you sure you're entirely ready?"

"I'm certainly, sir."

The crowd becoming excited and impatient, Dan said: "Now, pon my conscience, I won't begin the speech till the London gentleman is perfectly ready."

After waiting another moment or so, O'Connell advanced; eyes glistened; ears were all attention; and the reporters pencil strung. Dan gave one more benignant smile on the correspondent, winked at the audience, and commenced his speech in the Irish language, to the irreparable injury of the prospects of the Times and Navy *Gazette*, and to the infinite disappointment of Kerry.

JUDGED HAVRE A LA FRANCAISE.—How they must shudder—the people who now want to order just the above region, under the command of the deservedly popular and experienced Captain H. H. Broad. Our shipping readers will find her to be a safe and reliable packet.

Presentation of a Sword to Capt. P. F. Degournay.—A friendly circle assembled last evening at the residence of the *Zouave Regiment*, on Customhouse street, the occasion being the presentation of a sword of honor to Capt. P. F. De Gournay, commanding the Fifth Company of Zouaves, C. S. A., by the officers of the Orleans Battalion of Artillery. Several hours were passed most delightfully to those present, and the speeches, toasts and sentiments offered were far too numerous to report in full, though in them the battalion was well represented by Major Theard and Captains Hobrard, Minton, and Strohmayer, the Zouaves by Capt. Howard H. Zacharie, Lieutenants Wm. Frost, Pecoron and John Kaan and Sergeant George O. Woodfolk, the Cuban Rifles by Capt Hernandez, the First Brigade, V. M. T., by Aid de-Camp J. B. Prados, and the press by Messrs. Otis, of the *Picayune*, Montgomery, of the *Delta*, Hanlon, of the *True Delta*, and Limet, of the *Bee*. That Capt. De Gournay will prove as brave and worthy a soldier as he has been a talented and distinguished member of the press, is but the conviction of all who know him and appreciate his noble qualities of heart and mind.

Presentation of a Flag.—That splendidly drilled corps of citizen soldiery, the Second Company of Chasseurs Pied, Captain Mailliet, are to be presented with a flag by the ladies of the Second District, at eight o'clock on Sunday morning, at No. 125 Orleans street, between St. Claude and Tonti. We have to acknowledge the receipt of a very kind invitation to be present from one of the donors, Madame M. N. McAuliffe.

The Races.—There were two races on the Metairie Course yesterday, for club purses of $400, the result being as follows: First race, mile heats

Edwards	1	1
Regent	2	2
Hillsborough	3	3

Time, 1:46½; second heat, 1:49½.

Second race, a single dash of two miles:

Magenta	1	
Laura Keene	2	
Exchequer	3	
Nelli Robinson	4	

First mile 1:48
Second mile 3:44
Total 3:32½

First District Court—Judge T. G. Hunt.—The Grand Jury found true bills against Antonio Garcia, for murder, and the other against John Halloran, for manslaughter. Alexander Greenwood, convicted of stealing a cow, was sentenced for two years to the Penitentiary. Mt Isaac Brady, for stabbing with intent to murder, was sentenced to the Parish Prison for one year. Ellen Lantry, for an assault with intent to kill, received a similar sentence; John Casey, for larceny, was sentenced to six months in the Parish Prison, and J. B. Pogeoud got two weeks for the same off one.

Recorder Blache's Court.—In the case of Karl Kerner, charged with insulting Mrs. Catherine Kroll, both parties had to give bonds to keep the peace. Jean Pierre, charged with the crime of grand larceny for stealing $2 from Jules Dellard, of 17 Gravillier street, Jacob Myers was sent for trial to the Criminal Court for stealing a $150 violin and a revolver from Dr James Vance, of No. 257 Camp-house street. Nicholas Cornelius, charged with stealing a shop and counter between Tonti and Marais, was tried before a jury of slave owners, at the instance of Gilbert T. Martin, for selling liquor to slaves. He was convicted and sentenced to pay a fine of $250 or go to prison for six months.

RIVER INTELLIGENCE.

NEW ORLEANS REE OFFICE,
Saturday, April 6, 1861.

STEAMBOATS LEAVING THIS DAY.

RIVER.		
Red river	Rapides, Dealy	5 P. M.
Red river	Grand Duke, Applegate	5 P. M.
Red river	P. M. Kimball, Worley	5 P. M.
Red river	Lecomte, Wetherby	5 P. M.
Red river	Belle Creole, Beard	5 P. M.
Lake Bistineau	Comet, Harrell	5 P. M.
Fort Adams	Golden Age, Wedding	5 P. M.
Opelousas	Anna Forrer, Cappel	5 P. M.
Bayou Sara	Charmer, Hutchins	5 P. M.
Attakapas	Pleasure No. 2, Brand	5 P. M.
Bayou Macon and Texas	Indian No. 2, Greenlaw	5 P. M.
Yazoo river	Yazoo Belle	5 P. M.
Yazoo river	R. P. Pargoud, T. Smith	5 P. M.
Vicksburg	Mary E. Keyes, Richardson	5 P. M.

PONTCHARTRAIN RAILROAD.

Mobile	Mail boat	3½ P. M.
Ocean Springs	Creole, Walker	3½ P. M.
Covington	Armor, Hoffman	10½ A. M.

SATURDAY.

Texas	Steamship Texas, Fowler	9 A. M.
Florida Ports	Gazelle, Hutchins	4 P. M.

The weather yesterday was clear, though rather windy and somewhat dusty. Business on the quay was quite active, and freights were offering as freely as could be expected at this warlike season.

The departure of the steamship Texas for Galveston on Friday packets, most of the steamers having remained over till this afternoon, when, with the exception of the Texas, a special break up is expected among our packets, and the ships of passengers will go with them.

Arrivals during the past twenty-four hours have been numerous, and are, with their cargoes, reported in another column.

The Morning light turned over her trip to the Milton Reef yesterday afternoon; the latter will lay up for the season.

RED RIVER.—The Shreveport Gazette of the 26th ult. says:

We report a decline of one foot in the river opposite this place, during the week. Upper Rapides was rising when we last heard from, with new water enough to give sufficient to give navigation. The lakes above are reported full, and the bottoms from Alexandria to the mouth of the Red River are full, and the bottoms from the Atchafalaya to the Sabine are full.

The Rapides boats with full freights can arrive at our wharf from New Orleans, and we may confidently expect the high navigation for the next month without an additional rise, which is the best for the river.

CUMBERLAND RIVER—The river, says the Nashville *Patriot* of the 31, is falling, with a little over three feet water on the shoals. It will doubtless commence rising to-day, in consequence of the rains Monday night and yesterday.

FOR JEFFERSON, TEXAS—The fleet passenger packet steamer Lecomte will depart at 5 P. M., to-day, for all points on Red river, under the command of the popular and experienced Capt. W. W. Wilson; buy the Lecomte to our traveling and shipping readers as a safe, reliable and well-tried boat.

FOR JEFFERSON TEXAS—The fleet steamer P. P. Bonford, Capt. Worley, leaves at 5 o'clock this afternoon for Jefferson and Red River landings above Alexandria; she is a new and substantial craft, and her officers are old and only of the "right stripe," but are experienced and careful boatmen and courteous gentlemen.

ANNA FERRET FOR OPELOUSAS—A fine packet, this delightfully popular packet will depart for Opelousas under the command of Capt. James Capps. We commend the Ferret to our traveling and shipping readers.

FOR SHREVEPORT—The renowned passenger steamer Cricket, in charge of the popular Capt. Wm. Kennedy, at the foot of Lafayette street, and she will positively back out for the "Pomme City," and all intermediate points, at 5 P. M., to-day, under the command of the well known and popular Capt. Kennedy; a splendid boat, with accommodations for a large number of passengers. Travelers and shippers are notified that this fine packet leaves to-day. Mr. Wm McCreight is her clerk.

THE RAPIDES FOR GRAND ECORE.—Capt. J. C. Dowty will back out his fleet Rapides for the above and all intermediate landings on Red river, at 5 P. M., to-day. Mr. C. J. Barrow will be found in the office. Passengers and shippers for this region should not fail to patronize this regular and ever punctual packet.

FOR LAKE BISTINEAU—The fleet and fairly passenger steamer Comet, Capt. Harrell, will leave at 5 P. M., Reeder packet, will positively back out at 5 P. M., to-day, for Minden, Monroe, and intermediate landings on Red river and the lake. She also takes passengers to Springville and all points on Cypress bayou.

THE INDIAN NO. 2 FOR TENSAS AND BAYOU MACON—This delirable and punctual packet will be out at 5 P. M., to-day, for Cut-Off, Kirk's Ferry and all intermediate landings on Tensas, Bayou Macon and Black river, with the popular and experienced Captain L. S. Greenlee is her commander.

THE GRAND DUKE FOR RED RIVER—This magnificent regular Shreveport packet will leave at 5 this afternoon for Shreveport and way points on Red river, with the popular Capt. Samuel Applegate on the roof, and Mr. F. V. Collos in the office. Passengers and shippers should not fail to make a note of this available means of transport.

FOR ATTAKAPAS—The fine, light-draught passenger packet Pleasure No. 3 leaves at 5 P. M., to-day, for the above region, under the command of the deservedly popular and experienced Captain H. H. Broad. Our shipping readers will find her to be a safe and reliable packet.

Discovery of Secreted Arms—Two Hundred Tomahawks in the Woods.

We have in our possession several samples of a murderous instrument, some of a large number, of which the following account is given by the merchant in Washington City who has them for sale. He says they were brought to him by a man of the name of Bailey, who lives somewhere in Fairfax county, with instructions to sell them. He says Bailey informed him that he found them secreted under a pile of leaves in the woods, or in some out-building. There were about two hundred in them all; nearly a hundred and fifty were deposited for sale, as above stated.

The weapon itself is in form like a tomahawk, except that the part opposite the blade is beaten out into a strong spike or spear, slightly curved inward, and terminating in a sharp point. The blade is five inches long and three inches wide at the edge. The spike or spear dirk is four inches long. A stout handle of ash wood, two feet long, is very strongly inserted and secured by jaws six and a half inches long. The handle tells in strength the end to prevent it from being drawn through the hands of the holder. The metal is considerably rusted by the exposure.

Altogether, these are fearful weapons for a hand-to hand encounter. Their *numbers* and their secretion, and the weapon itself, indicate an extensive scale of murderous purpose, and point to the agents expected to be employed.

Whether there are other military depositions, we know not. But circumstances have been mentioned to us which will justify distrust. Mysterious and suspicious looking boxes have been received here from the North, and taken into the interior. Inquiry is already on the track of some of these. But the discovery of such deadly weapons under such circumstances and in such numbers as above stated, is of itself sufficient to wake the utmost vigilance of our people. Who are these, that while good men sleep, are collecting in our forests, and by hundreds, the instruments of wholesale murder?

Another weapon sold at Harper's Ferry, and became familiar with the weapons captured in John Brown's mountain depot, says that the appearance and the finish of these battle axes, and of the handles to them, are precisely similar to those of Brown's pikes. Lake them, also, those do not contain the name of the atrocious manufacturer.

We have deemed it due to the public to make known these facts, as revealing the necessity for a greater vigilance than we have yet displayed, and as a warning against secret preparations. When we obtain fuller informations we will recur to