THE DAILY BEE.
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OFFICE 83 CHARTRES ST. NEW ORLEANS, TUESDAY MORNING, OCTOBER 4, 1859. VOL. XVII—NEW SERIES. VOL. XXXII—WHOLE NO. 11,483.

THE DAILY BEE.

TUESDAY MORNING, OCTOBER 4.

A FOOLISH FEUD.

We had occasion a day or two ago to comment on the ill-timed and absurd quarrel now in progress between the Douglas and anti-Douglas members of the Democratic party—ill-timed, because the period selected for indulging in recrimination and invective is precisely one of the most critical, so far as the fortunes of Democracy are concerned, that has ever occurred; and absurd, because the controversy is almost causeless, and certainly aimless. One half the party are trying to prove Douglas no Democrat, while the other half swear lustily that he is. On the question we opine that Douglas himself has a right to be heard. He declares himself orthodox, and adds that the particular views expounded by him were the opinions of most of the leading champions of Democracy but a few years since. If this be true, either Democracy has changed its principles, or Douglas has not ceased to be a Democrat.

Somebody—Governor Wise we believe—speaks of the doctrine of Popular Sovereignty as a short cut to Black Republicanism, the dictum of the vivacious and erratic Governor of the Old Dominion carries little weight with it in the eyes of moderate and unprejudiced persons; but admitting for the nonce that there is reason and probability in it, we should be pleased to learn how many Democrats there are left in the party. Assuredly if Douglas's ideas are a short cut to Black Republicanism, all who espouse and uphold them must travel the same road. This is the inevitable conclusion. Now if every man who professes attachment to Douglas and his tenets is *ipso facto* to be classed with the Black Republicans, we wish to know where will the Democratic party be found next year? Let us see. The Democrats of Illinois are Douglas men. *Ergo* they are no Democrats. Indiana, generally speaking, is Douglas. Indiana, Ohio, Iowa, Wisconsin, Michigan, Ohio, Iowa, Wisconsin, Michigan, and the Great West generally—all banished by one fell, irrevocable decree from further communion with the great Democratic family, and compelled to take refuge in the dark and dismal abodes of anti slavery. When we come to the North, we discover that the same sweeping annihilation threatens the born crats of Maine, Massachusetts and the rest of the New England States, and that every large proportion, if not the totality of the Democrats of New York, Pennsylvania and New Jersey, are doomed to suffer the same ostracism. Why, even in what may rest in a sense our own, the Southern States, a highly respectable number of citizens of Delaware, Missouri, Maryland and Kentucky—perhaps a majority—will be unceremoniously sent to associate with Wm. A. Seward, for whose political companionship we are satisfied they have not the slightest aspiration. Nay, even in such ultra Southern States as Virginia, North Carolina, Georgia, Louisiana, Alabama, Tennessee, Ark., there are very many gentlemen who are Douglas men from the purest belief, first, that he is right in principle, and next, that he is the most available man for the place. Nevertheless, according to the lucubrations of the Democracy, these are all hooted to a short cut to the camp of Black Republicanism, and will have to put together in the same truck loaded with Giddings, Seward, Garrison, Wilson and the rest of the crew. When all these adverse elements have been got rid of, when Democracy has been thoroughly purged and purified, and every trace of Douglasism completely eliminated, the residue, we fancy, will be rather small. It will consist of the Administration and its Parasites, the Buchanan office-holders and a sprinkling of Democrats in the rest of the Southern States.

This simple exposition of the case demonstrates the sublime folly of persisting in the bitter controversy respecting Douglas. The Democratic party is in rather a precarious condition under any circumstances, and would that have much to boast of if all its dissensions were healed, but to indulge in the luxury of a Kilkenny fight at the present juncture is the acme of madness. We are perfectly disinterested in our advice, as we are not only independent, and therefore exempt from all partisan ties, we do not belong to the Democratic party, amongst the things of the past we are free, and we are free enough to say that at the next Presidential election we shall not vote for a national candidate, and as the chances are we shall certainly oppose the Democratic will alone present such a candidate. We are, therefore, naturally enough indifferent to harmony in its ranks, but we do feel for the cause Black Republicanism is so rapidly progressing, and danger to the Union is so imminent.

"Brigade"—We are indebted to the publishers, Henry A. Jackson, through H. B. McGinnis, No. 56 Camp street, for a copy of Mrs. Ann S. D. Evans's story called "Beulah." Miss Evans is a young lady of Alabama, and she, we believe, is her first and only claim to a share of fame. As such it has claims to the indulgence, though from the portions we have read and the extracts we have seen, we fancy the gifted authoress may be under the impression that dangerous is the word for exceptionable. We may be mistaken, however, in the opinion we have formed of the work, from the perusal of the opening chapters we shall not hesitate to pronounce "Beulah" a decided success.

Singer's Sewing Machines—It will be seen by the advertisement in our columns that Walter Bennett, agent, No. 33 Camp street, offers for sale the Singer machine No. 2, or 1-2 inch machine, at a reduction of $25, and the No. 1, or 12 inch machine, at a reduction of $20 on the former prices. This is a great inducement to purchasers.

Judge R. G. Beale, of the Baton Rouge Judicial District, has resumed his office on account of his health.

Harper for October—We are indebted to Leggat, No. 7 Exchange Place, for the October number of this prince of periodicals.

Committee—Opinion.—Lieut. Col. John S. Ford, of the Lecture Committee of the Mercantile Library Association, Boston, has received the following note from Charles Dickens:

Gad's Hill Place,
Hingham by Rochester, Kent.
Wednesday in Sept. 28 September, 1859.

Dear Sir—I beg to assure you, in reply to your favor of the 7th, that I have duly performed, and that I have no intention of visiting America in the ensuing autumn.

Faithfully yours,
CHARLES DICKENS.
John S. Foster, Esq., (Boston, Cosmo.)

Touch of an Earthquake. The Bayou Sara *Ledger* of Saturday says:

Our quiet community were somewhat startled on Thursday last, about 1 o'clock, P. M., by quite a severe shock of what was supposed to be an earthquake. The concussion was very perceptible, in fact, several houses or gins were much alarmed, and ran out of the houses, supposing the buildings were going away.

Fatal Accidents.—We learn that a few days since, a gadding took over the North Carolina, on a friend between two sons of brothers, the sons of C. Adams, late of the District, a couple of young men by the names of McKee, and a Mr. Kincaid. In the affray one of McKees and Kincaid were badly beaten. Shortly after the affray, a horse belonging to the other McRae was killed by some one. One of the Adams boys received a gun, which he separated at McKee's several times, and thinking it intended, returned to his house and reloaded it. Upon returning he found the party dispersed, whereupon he followed McKee, and in the affray he killed him and fired it off. The result in consequence of the double charge, was so great that it produced his death.

Cocoa Bandle.

An Affectionate Parting.—The Albany *Express* has some rather here who don't pay for their papers. The *Express* bids them good riddance in such witty terms:

The week we stripped from our last only about 300 "Express" subscribers, they their dues with pleasure in doing so, we take them by the hand, and with tears in our eyes, bid them an affectionate farewell. Goodbye, old friends! Take care of your sources. Sometimes think of the *Express*, which you have read so long for nothing, and upon some one else's paper for a while. A change of diet will doubtless be good for you. Poor old fellows! We are a little sorry to turn you out on the dark night without a lamp, but it must be so. Strike for the nearest neighbor's light. He may let you in and feed you for a year or two, upon the strength of your honorable name. Do not let it the end of that time. For three yes, we have enough of those curious pledges to supply our cabinet for the present. We have labeled them carefully, and they are open to general inspection. With many thanks for your self-sacrificing indulgence to us, and for your honest appreciation of the obligation existing toward our office, we bid again, and finally, say farewell forever.

Shakspeare in Paris.—Shakspeare may now be seen in a variety of shapes at some of the Parisian theatres; but by far the most amusing is a representation of "Hamlet" at the Imperial. One of the scenes is really laughable "Hamlet" appears with an urn, which is supposed to contain the ashes of his father, walks about the stage wildly with it under his arm, and then placing it upon a table, falls to crying over it like a schoolboy, exclaiming in doleful accents, "*Oh mon pare! mon pauvre pare!*"

By Telegraph.

[TRANSMITTED TO THE NEW ORLEANS BEE.]

FOUR DAYS LATER FROM CALIFORNIA.

Arrival of the Overland Mail.

RESULTS OF THE STATE ELECTION.

St. Louis, October 3.—The overland California mail has arrived, bringing dates from San Francisco to the 19th ult., four days later than those received by the Habana at New Orleans.

Business at San Francisco continued good. The markets generally closed firm, with no quotable change in prices.

It appears from the returns received that Milton S. Latham has been elected Governor of the state of California. His majority will probably reach 20,000.

Messrs. Scott and Burch are probably elected to Congress.

Both branches of the Legislature will have a decided majority of Locompton Dem crats.

SHIPWRECK.

The British ship Forest Monarch was wrecked on the 24th ult., while on her voyage from San Francisco to Puget Sound.

DESTRUCTIVE FIRE IN NEW YORK.

New York, October 3.—A fire occurred last night in the upper part of the city, which destroyed the lager beer brewery of Messrs. Speger & Co. The brewery was one of the largest establishments of the kind in the city. The loss is estimated at $250,000.

There was an insurance upon the property of $145,000.

FIRE AT SING SING.

New York, October 3.—A fire occurred this morning at Sing Sing, which destroyed the flax and sugar ship connected with the State Penitentiary. The loss is estimated at $80,000.

A NEW FILIBUSTER EXPEDITION.

Philadelphia, October 3.—A dispatch from Washington to the Philadelphia *North American* states that it is well known in Washington that another formidable expedition is in course of preparation against Nicaragua, and that a portion of the expedition has already succeeded in leaving New York and Charleston.

It is further stated that no general movement calculated to excite the suspicion of the Government will, however, be made until all their plans are fully matured, and a sufficient force on the spot ready for action.

Col. Wheat is to be connected with the expedition. He is now in New York, and it is said, have a prominent position in the new crusade.

CROPS IN EUROPE.

New York, October 3.—Private advices from England and France state that the crops in England and on the continent are generally an inferior yield. The wheat crop of England, France and Russia is very much below the average yield.

ARMY SUPPLY CONTRACTS.

Washington, October 3.—Bids for the transportation of supplies to the army in Utah and New Mexico were opened at the War Department this day by the President, in the absence of the Secretary of War.

The old contractors, Messrs. Russell & Co., will not obtain either of the three contracts, as they have been underbid.

It is understood that A. C. Irving & Co. get the Utah contract at $1 34 per pound for each one hundred of transportation, instead of $1 80 and $2 30, which was paid to the old contractors.

Messrs. Childs & Scott, it is understood, get the New Mexico contract.

The amount paid by the Government to the contractors for the transportation of supplies for the army of Utah during the first year was over $20,000,000.

NAVAL INTELLIGENCE.

Washington, October 3.—Orders have been sent out from the Navy Department for the return of the United States steam frigate Wabash, the flag ship of the Mediterranean squadron.

Flag Officer Lavallette will receive orders to relinquish the command of the squadron to Capt. C. P. Levy, who now commands the sloop of war Macedonian.

THE NICARAGUA TRANSIT.

New York, October 3.—The steamship St. Louis is advertised to leave for San Juan del Norte on Wednesday, the 5th instant, and is to connect with the steamship Pacific, on the Pacific side.

THE PRESIDENT'S PRIVATE SECRETARY.

Washington, October 3.—Mr. Shanner, of Harrisburg, Pa., has been appointed Private Secretary to the President in place of Mr. Webster, resigned.

NEW YORK MARKETS.

New York, October 3.—The Cotton market closed quiet. The sales were limited to 900 bales.

The Flour market is firm; prices have advanced 5c. The sales to-day were 1000 barrels at $4 80 to $4 85.

Eastern Mess Pork $15 85 to $15 90.

Lard closed firm at 10½ to 11½c.

Whisky closed firm at 27c.

CINCINNATI MARKETS.

Cincinnati, October 3.—The Flour market closed dull and unsettled, with a decline in some instances of from 5 to 10c.

Corn closed firm at 80c.

Whisky closed steady at 25 to 25½c.

Pork closed firm at $15.

Lard closed steady at 11c.

LAMOUNTAIN SAFE.

New York, October 30.—Lamountain, the tornadic balloonist, landed some 300 miles north of Watertown, near Forestville, where he landed in the wilderness, and had to travel in the woods four days without provided by an Indian to the nearest settlement.

STEAMBOATS PASSING.

Vicksburg, October 3.—The steamer Grand Duke passed down at 8 o'clock, and the Lady Jackson passed down at 9 o'clock Sunday evening. The Champion passed down last night at 12, and the Laurel Hill at 6 o'clock this morning.

Vicksburg, October 4.—The steamer Grand Duke passed down this morning, passed Vicksburg and the Belle passed down at 7 o'clock. The steamer New Magnolia remains here until Friday.

SHIP ASHORE AT SOUTHWEST PASS.

Southwest Pass, October 3.—There is a ship on the bar. The tug Wm. Kimball is alongside of her, endeavoring to pull her off.

From Havana via the Florida Ports

ARRIVAL OF THE STEAMER GALVESTON

The United States mail steamship Galveston, Capt. Hutchings, from Havana via the Florida ports, arrived here yesterday morning. We are under many obligations to the purser for the following memoranda:

She reports the health of Havana "good."

Business dull and few vessels in port. The steamship America had arrived from Texas with cattle, and had lost a greater portion of them on the passage. The gale of the 13th did not reach Havana or Key West, but the weather threatened a gale. The steamship Granada arrived at Havana on the 23d of September.

At Tampa the gale was moderate and the weather threatening. The ship Circe, from Mobile, bound to a port in France, with spars for the French Government, was there on the reef near the Marquesas, but was got off and taken to Key West by the wreckers, leaking badly.

At Cedar Keys the gale was moderate. There was a very high tide there on the 13th. At St. Marks the tide rose very high. The weather was thick and threatening, with strong southeast and south winds all day. At Apalachicola the tide rose some inches over the wharf, and a stiff gale blew all day. The pilot boat at the West Pass broke from her moorings, and was blown ashore high and dry on St. Vincent's Island, on the 4th inst. She will be got off at a considerable expense. The schooner Mary Scott, of New Orleans, was seen off the bar at same place, on the morning of the 15th ultimo, during the gale. She ran to the leeward under a close reefed foresail, and was expected to make a harbor at St. Andrew's Bay. We have since been ascertained that she was totally lost in attempting to cross the bar at that place. She lost her foremast and all her spars, in breakers. All hands succeeded in escaping to the shore upon the pieces of wreck. The captain and crew arrived at Apalachicola recently previously to the sailing of the Galveston.

The bark E. A. Rawlings, the suspected slaver, which was seized at Pensacola by the Government a short time since, has at last been equipped and is nearly ready for sea. She is a rakish-looking craft.

Hopes are now entertained at Pensacola of getting the U. S. war steamer Fulton off from where she went ashore on St. Rosa's Island during the late gale.

WASHINGTON, September 28.—The correspondent of the New York *Herald* says:

I am informed that some additional propositions to those already made before our Government have recently been submitted by Mexico in regard to the settlement of claims, and for protection, or the manner of protecting the transit route.

Among the proposed stipulations to be considered by Secretary Cass and the Mexican Minister is an important one in relation to the settlement of claims of citizens of the United States upon Mexico, which requires that the claims be adjudicated by four Commissioners, two to be appointed by the President of each Government, and an umpire, to be selected by the Commissioners, or in case of their disagreement, by the Secretary of State and the Mexican Minister, and the amount of such adjudicated claims over the $2,000,000 which the treaty has provided for the payment of them is to be settled by ten annual payments of equal amount, with interest at 6 per cent. until paid, bonds to be given for the amount, which will be receivable at the Mexican Government in payment of port or import dues to that Government. It is proposed also to obviate the objections of the Mexican Government to our proposition for the protection of the transit routes, by the appointment of a Commissioner by each Government, to reside at suitable locations, who, in case of disturbance of the peace upon any route, are to make the necessary demands of Mexican authority for troops, which, if disregarded for a period of ten days, may be made upon the nearest land or naval forces of the United States, who after giving proper notice to the Commissioner, or if he be absent, to the nearest local authority, shall proceed to the seat of disturbance and quell it. As an evidence of the good feeling entertained by the liberal Government of Mexico toward citizens of the United States, President Juarez has extended to a company of New Jersey valuable mining privileges in the State Sonora, which were to expire on the 1st of October next, for two years longer.

Look out for imitations of Lea & Perrins' Worcestershire Sauce. See advertisement of John Duncan & Sons.

THE GREAT EASTERN EXPLOSION.

Further Particulars—Extraordinary Effect of the Explosion—Wonderful Escapes.

The London papers contain long but interesting accounts of the explosion on board the mammoth steamship Great Eastern. We make room for the following extracts:

DINNER AND THE SCENE.

The visitors who were passengers on board numbered about one hundred, and, as may readily be believed, included among them some of the most distinguished navigators, engineers and scientific men in Europe. All, as usual, were assembled at dinner, at about half-past five o'clock on Friday, when, before the dessert came on, two gentlemen left the chairman's table to look at the coast near Hastings. Mr. Campbell, the Marquis of Stafford, Earl Mountcharles, Lord Alfred Paget and a few others followed, without waiting for dessert. The departure of these gentlemen from the saloon, as it happened, broke up the dinner party, and instead of retiring to the grand saloon, as usual, nearly all came on deck, and went right forward in the bows. About thirty remained at table. A few were on the bridge with Mr. Campbell, and thus, by a most merciful interposition, it happened, for the first time during the voyage, that there was no one sitting in the grand saloon, and no one on the little raised deck round the foremost funnel. One or two gentlemen were congratulating Mr. Campbell on the almost marvelous success of the ship, when in the space of a second there was a terrific explosion. The forward part of the deck appeared to spring like a mine, blowing the funnel up into the air. There was a confused, heavy roar, amid which came the awful crash of timber and iron, mingled together with frightful uproar, and then all was hidden in a rush of steam.

THE EFFECT.

Blinded and almost stunned by the overwhelming concussion, those on the bridge stood motionless in the white vapor till they were reminded of the necessity of seeking shelter by the shower of wreck—glass, gilt work, saloon ornaments, pieces of wood—which began to fall like rain, in all directions. The prolonged clatter of these as they fell prevented any one aft the bridge from hearing, and though all knew that a fearful accident had occurred, none were aware of its extent, or what was likely next to happen. After a short interval, during which the steam still obscured all aft the funnel, Captain Comstock, who was on the bridge, tried to see what had occurred, but he could only ascertain, by peering over the edge of the bridge, that the engines and boilers were uninjured, and the engine still going.

Gradually, then, as the steam cleared off, the foremost funnel could be seen lying like a big archway on the deck, which was covered with bits of glass, gilding, fragments of curtains and silk hangings, window frames, scraps of wood blown into splinters, and a mass of fragments which had evidently come from the cabin fittings of the lower deck, beneath the grand saloon. In the middle of the hole, where the funnel had been, but had stood, from which the condensed steam was rushing up in a white, and therefore not hot vapor, but though to hide completely all that had happened below. In another minute all the passengers came rushing toward the spot. The twenty or thirty who had remained at table in the saloon, and that which blew up, came on deck also, and it will give some idea of the gigantic strength of the vessel when it is stated that these latter, until they actually saw the smash, were unconscious of the terrific explosion which had occurred beside them. It was only the dull, heavy roar, followed by the falling of fragments as they rained down on and through the skylight, which warned them that something dreadful had occurred. Still, none knew what had happened, or what injury the vessel had sustained.

Capt. Harrison, who was aft at the moment, rushed forward, and seeing a rope, he lowered himself down through the steam into the wreck of the grand saloon, and calling to six men to follow him, began a search among the ruins for those who might have been below. The only one in the saloon was his own little daughter, who had just arrived at the after part at the moment of the explosion, and who, completely sheltered by the wrought-iron bulkhead, had escaped by a miracle, totally unhurt. Capt. Harrison merely gave the order to pass her up through the skylights, and continued his search. The wreck was a fearful sight. The roof and rubbish piled in all directions in the ladies' small saloon, forward of the funnel, made it difficult to move about. The steam had almost every object: the place was broken, the floor in parts upheaved and riven, so as to show a still more frightful smash in the saloon and cabins below.—through these apertures the bright glare beneath the lower deck of all showed that the furnace doors had either been blown open, or else, and this seemed the more probable, the backs of both by the heat of the steam. By the side of these glares cast iron columns were twisted in every direction, and some ten times the distance from the seat of the disaster were almost pulverized, and their framing even destroyed.

The beautiful chandeliers descending to the saloons were blown up like cardwork, yet not a book on the library shelves close to the funnel was stirred. At the bottom of the stoke hole was found one of the gilt framings which were placed round the windows of the room; it was perfectly uninjured. To understand the singularity, the reader must suppose one house-door to have had an explosion in its cellar, and among the ruins is found uninjured a drawing-room picture belonging to the next door neighbor No. 3. The boiler, as far as can be judged by a superficial examination, stands firm; a close scrutiny, however, will be necessary to enable the engineers to determine whether any part of it, more especially its tubes, are injured.

THE STRENGTH OF THE VESSEL PROVED.

Every engineer on board knows that no wooden vessel that ever swam could have resisted the tremendous violence of the explosion for a moment. Whether it had happened to the Royal Albert or the General Admiral, the result would have been in each case the same; they would have gone down perhaps without even time enough to lower a boat. The Britannia Bridge is a structure of almost unknown strength; engineers calculate that the Great Eastern is ten times as strong. Yet even the abject confusion on board were astounded at the slight effect produced when the tremendous nature of the explosion was considered.

Again, the vessel never once stopped either screw or paddle engines, though, of course, after the most unfortunate mishap, the forward pair of boilers were instantly put out, while the after pair in the main funnel were worked slowly and easily. The only difference that made you feel the screw engines were required to go faster, and faster accordingly they went, and for all that was wanted to send the huge ship through the water at the rate of knots, it as effortless way. Any ordinary vessel, even those nominally built of iron, which only mean an outer metal casing, with all the rest wood, must have been burnt by the explosion. Yet it is not too much to say that all on board almost smiled at the idea of fire in a vessel subdivided in every direction into a series of iron cells. Had fire been possible, the mass of water that was instantly at hand from large hose connected with the donkey engines would have sufficed to put out a small volcano.

CAUSE AND EXTENT OF THE DAMAGE.

The engineers who have inspected the rent masses of iron, and the tremendous evidences which yet remain of the explosion, came to different conclusions as to the amount of steam pressure which occasioned it. Some literally gave it as high as 1000 pounds to the square inch—the majority placing it as high as 400 pounds and 600 pounds, an amount of pressure which, as far as can be calculated, has never yet been got by steam.

CITY INTELLIGENCE.

The Black Markets.—Lieutenant Gastinel authorized a cotemporary yesterday to deny the fact of the outrages we charged upon the Black Markets of the Second District.—Since our last article on this subject we have heard of several other outrages, given us on reliable authority, which would seem to show the matter is not yet a mere joke Lieutenant Gastinel wishes it to appear.

Within the past few nights the following outrages have been committed: A grocery in the Third District, near the lentilly road, was robbed. A man was stopped and seventy-two dollars taken from him. An Irishman was stopped and searched, and then beaten because he had no money. A negro was treated in the same way. A personal friend of ours was surrounded by four men, three in masks and one with false beard and moustache. He drew a Colt's navy revolver in one hand and a patent will cocker in the other, and they retreated. Another personal friend of ours was stopped, but when his assailants saw the revolver, they came to him by name, and told him to pass on. Now if the Lieutenant has the names of those who play such innocent pranks as these, let him hand them to us for publication.

Escape of Forbes and Lockwood.—It is pretty well ascertained by this time that Forbes and Lockwood are either enjoying themselves at Point Clear, or else have continued on to the Floridian coast. To whatever community they may emigrate, we wish the people joy of so distinguished an accession, and only hope that the two individuals may never be induced to return to the city. They defrauded out to the Michoud plantation, and from that to Fort Pike, where their friends took them up in a lake boat, and carried them on a sailing vessel to Point Clear. Harry is a sailor man, if he recovers he will probably leave our port, and then Forbes and Lockwood can perhaps return with impunity.

Cow Mortality.—The report of the Board of Health shows that during the past week there have been 106 interments in our city, exclusive of those in St. Patrick's Cemetery, from which no return is received, and which might add 12 or 15 to the number. This is much below the average, and shows an unusual healthiness throughout our community. The Board also reports that in the Charity Hospital in which there were symptomatic yellow fever. The man had come down from St. Louis, and was two days sick on the trip. On arriving at our landing he was carried to the Hospital and died in a day and a half. There has been no other than this sporadic and foreign case, if this was genuine yellow fever.

Badly Beaten.—Officer McGregor was going along Liberty, between Poydras and Lafayette streets, yesterday afternoon, about one o'clock, when he was called to see a man, apparently an Irishman, who was lying on the banquette insensible and badly beaten about the head and body. Some people who were standing about said he had been lying in a gutter for some time, and that the lodgers of the house to which the yard he longed, being sensitive to no piteous a sight, charitably dragged him out into the street, where they left him lying. The man had been conveyed to the Charity Hospital once, and tried to know how he got beaten and by whom, but nobody in the neighborhood seemed to know about it.

Female Brass Knuckles.—A man named Pat Owen came into Recorder Wilz's Court yesterday afternoon, about one o'clock, covered with blood from the crown of his head to the soles of his feet, and stated that he had an affidavit against Mrs. Carter, whom he alleges to have beaten him in this shocking manner, armed with brass knuckles, and accordingly to the affidavit made out by Mr. F. A. physician was called in, who advised Pat's immediate removal to the Charity Hospital, and a cab was at once procured, in which he was accordingly sent off. Mrs. Carter was arrested and locked up.

Fire.—About three o'clock yesterday morning, Joseph Roughty's drug store, corner of Harmony and New Levee streets, caught fire from a chemical cause, and burned down. The loss is not heavy, and is covered by insurance.

Child Burned.—The infant son of Mr. Charles Potts, three years of age, was accidently burned, and had a narrow escape of his life, about eight o'clock Sunday night.—The parents had gone out for a walk, leaving the child in the care of its colored nurse. The boy was accidently set on fire by the nurse quite bar of the bed where the child was lying, and before she could rescue it, it was thus injured. This occurred in Mr. Potts's residence, No. 128 Bienville and Polymnia streets. The babe will recover.

The Fourth District.—Lieut. Dryden took charge of the Fourth District on Sunday night with thirty policemen detailed from the First and Second Districts. The night passed off in a quiet and orderly manner. Mayor Bisht is now appointing a regular police force for the Fourth District as fast as possible.

Mr. Music.—We have seen an exceedingly little musical gem, just published by Werlein. The words are by M. F. Bigney, Esq., and the music by Th. P. Martin. It is a ballad for the tenor, and is very pretty, entitled, "I Kissed Her in a Dream." This is No. 4 of Werlein's "Lyric Sparks." It is dedicated to Mr. Thomas H. Dryden.

Fire.—The old half way house on the Common street shell road, about three miles out of the suburbs of the Lafayette, Jefferson and was burned to the ground at half-past eight o'clock last night. It belonged to Michael Gernon, Esq., banker, of this city, and was not worth more than a few hundred dollars.

Recorder Summers's Court.—Mich. Burke, charged by his wife, Bar ara, with beating her on the back and head, and severely wounding her with a stick of pine wood, was remanded in default of furnishing $500 bail, to appear for examination on the 6th.

George Hargis gave $250 bail to answer, on the 6th, the charge of striking, beating and kicking Chas. Ferguson.

Tom Burke and John Donahue were sent to the Parish Prison for twenty days, in default of paying a fine of ten dollars each, for resisting officer Taylor, and attempting to rescue a prisoner from him.

Isaac, a slave of Mr. Cassidy, was fined $25, with the alternative of stationing twenty-five lashes, for carrying a knife as concealed weapon.

Official Advices from China.

WASHINGTON, Wednesday, Sept. 28.—The dispatches received by the Government narrate with great minuteness the recent events in China. Flag officer Tatnall says that the British officer in charge of the gunboats, having visited him, said nothing about aid, but his silent appeal was powerful indeed. During the few moments he was on board the Powhattan, he would look anxiously at his Admiral and at the boat.

"After he left," continues officer Tatnall, "I held a conversation with our Commissioner, Mr. Ward. He agreed with me perfectly, that, under the circumstances of our position with the English, and the aid the Admiral had tendered us the day before, I could do no less than tow the boats to his relief. I made the offer, which was thankfully and promptly accepted. While the boats were making fast to the hawsers which I ordered astern, I insisted on Mr. Ward going on board one of the junks, for reasons (and his duties leaving the Legation) which will be obvious. He at first reluctantly yielded and left us, but soon returned, in one of the English boats, declaring that, as the Legation was his home, and doing what we did with his approbation and concurrence, he would remain in her. I reluctantly yielded to his gallant impulse."

Captain Tatnall towed the boats through the British line to within a short distance of the Admiral, when the flag was hauled down, casting them off, he retired to the rear of the line and anchored for the night. He took up this position, as it might enable him to aid the wounded if any should be sent to him, and to rescue their crews; in other words, to afford all the aid consistent with neutrality.

Having been informed by a British officer that the Admiral had received some wounded, Captain Tatnall went in a barge to visit him. When within a few feet of the Cormorant, a round shot struck the boat, killing the coxswain. He was the only man killed, but slightly wounding Flag-Lieutenant Trenchard. They reached the Cormorant before the boat was entirely sunk.

The Insolence of Royalism.—On Thursday of last week the office of the New York *Daily News* was attacked by a ruffian named McCabe, who perpetrated an atrocious personal assault upon the editor of that journal, taking him at a disadvantage and adding the infamy of cowardice to the disgrace of open violence. This scoundrel was accompanied in the outrage, if not exploit, by a person named Murphy, who immediately afterwards addressed the following note to the office of the *Daily News*:

BROADWAY, New York,
Thursday, Sept. 29, 1859.

To the Surviving Editor of the N. Y. Daily News:

I accompanied my friend Mr. McCabe to your office and remained until your coadjutor had been properly punished. And the rest of you had courage to remain, a few well-directed blows would have brought you to your senses, too. We feel the pleasure to know that the conductors of the journal in the city—the *Journal of Commerce* approve our course. Henry Murphy.

How, who this man Murphy may be is a matter of very secondary importance. The gist of his communication lies in the fact that it was *made*, and made in the heart of a great city, assigning to be the civilized metropolis of a self-governing republic.—*N. Y. Times.*

Death of an Old Bachelor.—Geo. Bethune, Esq., one of the oldest native citizens of Boston, died last week, in the 80th year of his age. His father, of the same name, in October, 1774, married Mary Faneuil, niece of Peter Faneuil, the donor of "the Cradle of Liberty" to the town of Boston. The deceased was the possessor of the family plate, pictures, &c., of the Faneuils, and had many interesting documents respecting the Faneuils, from whom he descended.

SINGER'S SEWING MACHINES.
REDUCTION IN PRICES.
Singer's No. 2 or 18 inch Machine is reduced to $20.
No. 1 or 12 inch Machine, $20.
WALTER BENNETT, Agent,
oct4 3d 1w 33 CAMP STREET.

NOTICE.
THE last subscription for the relief of the sufferers by the fire of the 6th of April last having been recently collected, and the whole amount having been distributed, the amount of the distribution to open for the inspection of the public, and also to meet at the office of the Levee Cotton Press Company, on behalf of the sufferers, take occasion to renew their thanks to the subscribers for the liberal manner in which they have been assisted during their moments of distress.
Form J Fortstall, E. D. O'Brien,
G. Fred. Coxe, President Relief Committee.
J. Derrick, Treasurer.
Alem Rocke, Secretary. oct4 1t

Honorable Appointment of the Sons of Louisiana.
CONFORMING to article 11, section 6, of the Constitution, this Association will meet for the purpose of assuming their offices, for the ensuing term, on THURSDAY (October 6th, 1859, at 7 o'clock, P. M., in Perfect Union Hall, Banquet street. Members are expected to be punctual.
By order of the President.
JAMES LAROSE, Secretary.
oct 3 2t

Dying Clerk Wanted.
ONE speaking the French and English languages, and is competent to take charge of a store in a country town in the South. Good references required. Apply at 131 CANAL STREET.
JAMES STME.

House for Sale.
FINE BALLOT HOUSE at the corner of Camp and John streets. For terms, apply to
EDW. GENTIL, JR.
No. 11 Lower Market, Third District.

THE undersigned to inform the citizens thereto in Fire Company, on Nov. 24, 25, 26 and 27, at a meeting of the Islands, for having carried a proposition and a supplement during the fire which broke out on Dauphine street, Third District, on the night of the 21st instant.
J. T. DEMARALE.
New Orleans Burial Manufactory, No. 60 Dauphine street. oct4 1t

U. S. 1st Shackles, 1848, 1849, 1850.
LANDING ex ship Elizabeth Ellen, from Bordeaux—
2 tierces, vintage of 1848;
1 ½ do do do 1849;
3½ do do do 1850;
For sale by LOUIS P. HAXENT, Rue Agasse,
oct 4 30 Toulouse st.

BOTTLING MACHINES—Landing ex ship Elizabeth Ellen, from Bordeaux, 216 Bot ling Machines, 1 Cork Machine. For sale by LOUIS P. HAXENT, 30 Toulouse st.

FINTY CLARET BOTTLES—Landing ex Elizabeth Ellen, from Bordeaux, 100 hampers of 140 Claret Bottles. For sale by LOUIS P. HAXENT, 30 Toulouse st.

CLARET—Landing ex ship Elizabeth Ellen, from Bordeaux—
100 hogsheads, 12 each, Chateau St. Emilion.
For sale by LOUIS P. HAXENT,
oct4 30 Toulouse st.

LANDING ex ship Elizabeth Ellen, from Bordeaux—
18 casks Claret, Queyrens, 1848.
6 do do Le Roc, 1848.
10 puncheons White Wine, Sauternes.
For sale by LOUIS P. HAXENT,
oct4 30 Toulouse st.

CHAMPAGNE WINE—
100 baskets Anthony, quarts;
50 do do pints;
51 baskets Dry Sillery, quarts;
41 do do pints;
100 do Imperial, quarts;
50 do do pints;
100 do Cabinet, half pints.
Landing ex ship Bettelsby, from Havre, and for sale by J. S. TATHAM,
oct4 3d Levee st.

LANDING ex ship Elizabeth Ellen, arrived from Bordeaux—
57 barrels White Wine, Sauternes;
70 casks Claret, St. Julien Medoc;
Castelnaudac;
St. Estephe;
Chateauf;
Pauillac;
Apricots in Brandy;
Assorted Fruits in Brandy.
For sale by E. LAMBERT,
oct4 62 Magazine st.

LANDING ex ship Lancaster, arrived from Havre, and for sale by
100 boxes Vermouth, Reddy, Pratt & Co (
10 Hamm Wine, Jourdan Brothers;
200 baskets Olive Oil, San Pagnini, 28 ed.)
50 11 ed.
For sale by E. LAMBERT,
oct4 62 Magazine st.

CLARET—4 quarter pipes received per ship Roger Stewart, from Havre. For sale by
oct4 E. LAMBERT, No. 62 Magazine st.

LANDING ex ship Bonaventure, from Havre—
Fine Bordeaux Claret, Chateau Margaux and Pauillac, Vintages of 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 30 cases, 30 bottles each, for sale by
oct4 E. LAMBERT, No. 62 Magazine st.

FINE RED WINES—24 casks St. Emilion, landing ex ship Elizabeth Ellen, and for sale by
oct4 E. LAMBERT, No. 62 Magazine st.

CURRIER IN STORE—50 pipes Cognac, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 30 bottles each, for sale by
oct4 E. LAMBERT, No. 62 Magazine st.

PORTO—100 quarter casks, H. Rey, landing ex ship Lancaster. For sale by
oct4 E. LAMBERT, No. 62 Magazine st.

CLARET—16 cases Chateau Dayres Margaux, 3 half casks Chateau Dayres Margaux; 16 cases Chateau Gorce, Montferrand; 12 cases Chateau Gorce de Bourg; 12 casks Claret, Pressac; 50 casks Claret, Pauillac. Landing ex ship Elizabeth Ellen, from Bordeaux. For sale by EDG. ROCHEREAU & CO.
oct 3 3d 1d 30 and 32 St. Louis st.

LANDING ex ship Elizabeth Ellen, from Bordeaux—30 casks Family St. Julien; 30 barrels Haut Sauternes; 300 boxes, 12 bottles each St. Julien; 300 boxes, 12 bottles each, Medoc; 50 boxes, 12 bottles each, Sauternes; 100 do, 12 do do, Chateau Margaux; 100 do, 12 do do, Chateau Dayres; 100 do, 12 do do, Haut Sauternes; 100 do, 12 half do do, Medoc; 100 do, 12 half do do, Sauternes; 100 do, 12 half do do, Chateau Margaux; 100 do, 12 half do do, Chateau Dayres; 100 do, 12 half do do, Haut Sauternes. For sale by EDG. ROCHEREAU & CO.
oct 3 3d 1d 30 and 32 St. Louis st.

LANDING ex ship Guide, from Havre—100 boxes Lobsyeth, 2 Parcels; 50 do do Brandrea