ST. LOUIS CORRESPONDENCE.

Business and the Weather—City Mortality—Page & Bacon—O. & M. Railroad—Trouble Ahead—Fort Laramie in possession of the Indians, &c. &c.

ST. LOUIS, June 18, 1855.

Until Friday last we had been luxuriating in the most pleasant and delightful Spring weather, but a change has come over the spirit of the season, and the mercury rose to 98° in the shade on Saturday and Sunday, causing a downward tendency in the article of standing collars, and the laying up of great coats and woollen pants for an indefinite period. Business is gradually declining to the shady side of life, and every department presents evidences of a dull and drooping trade. The approach of the harvest season has caused a considerable decline in our market—particularly in the article of grain, and the most flattering prospects for abundant crops reach us from every quarter throughout the Valley of the Mississippi, and indeed from all parts of the Southern and Western States. In some parts of Illinois the harvesting has already commenced, and we expect the new crop to be brought forward about the 1st of July.

Our city at the present time is unusually healthy, and it is worthy of remark, and in fact challenges any other city of its population, to present a more healthy register of the number of interments, than does the city of St. Louis. But *sixty-seven* deaths occurred during the past week, and the greater part of this number were children of five years and under. Were the number of interments increased to 200 per week, we should consider it a fair proportion to the 120,000 souls within the limits of our city. I have not heard of a single case of cholera occurring during the week, and we can safely say that at no period during the past five years has our dead list presented to clean a bill of health as this. And I believe that the extraordinary good health of our city is more attributed to the sewerage system adopted for draining the streets, than to any other cause.

Our local news is quite meagre, and the all absorbing topic of the day is Page & Bacon and the Ohio and Mississippi Railroad. It will be remembered that Messrs. Page & Bacon were formerly doing an extensive banking business in this city, but through some mismanagement suspended in February last, and since that time resumed business again, but the second time suspended, and their doors have remained barred ever since, and no doubt always will. They are now about settling up their affairs, and it appears are deeply interested in the Ohio and Mississippi Railroad, which is to connect this city with Cincinnati. Page & Bacon loaned the Company $1,158,484 and took stock or railroad bonds as collateral security, and they now want to make it appear that these bonds were illegally given—(if I understand the matter correctly, which is so muddled up that it would puzzle a "Philadelphia lawyer" to make a plain case of it)—and called upon the Directors of said company for the full amount in cash, which the company is not able to pay. It now appears that a meeting of the Directors was called, and but four only of the number attended, including Mr. Bacon, the President of the Company. To these four, or rather *three*, Messrs. Page & Bacon presented a claim for $1,158,484 against said company, and proposed to take its note, *payable in five days after date*. These directors agreed to Mr. Bacon's proposition, and gave, as security that the note should be paid, a deed of trust upon all and singular the property, income and profits of the said road—with power to sell the road on giving *twenty days* notice. This as you might very naturally suppose created considerable alarm and excitement among the Stockholders and those of the Directors who were not present when the note was given. The city papers—with but one exception, the St. Louis *Intelligencer*, and which is said and believed to be owned by Page & Bacon—opened their batteries against this high handed transaction, and impressed upon the minds of the public the great interest that the city of St. Louis has in this road—the city has subscribed $700,000 towards its construction, besides a large amount of individual subscriptions, and that should this road be sold, in accordance with the note given, the city and the Stockholders generally would be heavy losers. The County Court at once telegraphed to New York, warning all persons against buying said note, and thus prevented its sale. At the expiration of the five days the note was duly protested in this city, and the Trustee of Page & Bacon, Mr. J. H. Alexander, took possession of the road in behalf of said Page & Bacon, and it is now under their immediate control—the sale will no doubt be attempted to be made under the direction of Page & Bacon by virtue of the deed of assignment. As the matter now stands, and should the sale be effected, the city and county of St. Louis will be deprived of all interest in the road, but will still have the satisfaction of paying annually $42,000 interest on their bonds given to build the road, which has been sold out of their hands, and this annual interest will have to be paid for at least *eighteen years*—which will amount to $756,000! This is no trifling sum, neither is it a trifling matter, and the people of St. Louis are viewing it in its right light, and will resist any attempt on the part of Page & Bacon, to shut them out from all benefit and interest in said road until all the claims of the various creditors of Page & Bacon are satisfied.

The people of the city of St. Louis and the Valley of the Mississippi are not bound by any law to build railroads to satisfy the creditors of Page & Bacon, or any other men who have been transacting a reckless and illegitimate business—speculating in this, that and every imaginable species of trade outside and independent of that business which they professed to carry on. They are highly censurable, and justly entitled to the unenviable notoriety they have recently acquired from the hands of a long indulgent and yielding public. They, too, if all is true which and of them, have been speculating upon the credit of this very road, which they now desire supply and uninterrupted control over. Being owners the company, and knowing precisely the route road would take, and the land it would leave pass through, set out at once and bought up shares of acres for a mere song—$50 to $50 per acre, and then induced the company $1,000 per acre, and thus by going outside of their legitimate banking business, became swamped and their credit greatly impaired, but our citizens took them by the hand and safely landed them upon the beach, amidst the storm that raged about them; but mismanagement and speculation again drove them into deep water, and the consequence is they sunk, notwithstanding the strenuous exertions of our citizens to rescue them from their fate. And now we find them endeavoring to monopolize and speculate upon a road constructed by the city and individual subscriptions, but how for they will succeed is yet to be seen. The people are wide-awake, and will leave nothing undone to secure to the city and the individual stock-holders their just and legal rights. Our city papers are daily teeming with editorials and communications denouncing the conduct of the Directors who gave the note to Page & Bacon, and the final result is yet to come.

The *Republican* has a letter from Kansas Territory, which states that an express rider brought the news to the place from which the letter eminates, that Fort Laramie was in the hands of the Indians, and that one or two traders had been robbed of 420 head of cattle, 16 horses, several wagons, 23 mules and all their store and provisions, and were left entirely destitute. A large number of Indians attacked the traders and took possession of the Fort, but that no lives were lost in thorengagement. In my opinion this intelligence needs confirmation, although the story related is a straight and plausible one, yet it seems strange that such important news should come from the quarter and in the manner it does. It looks "very like a whale!"

A bold attempt at murder and robbery occurred on the Steamer Polar Star in the Missouri river, on Thursday morning last. A man by the name of Tracy, of New Orleans, left home to visit some relatives in St. Joseph, and had in his possession about $11,000. A man calling himself Montgomery saw him with the money in New Orleans, and followed him to this city, and then took passage with him on the same boat to St. Joseph, and occupied the same state room with Tracy, and on Thursday morning about day light Manypenny struck Mr. Tracy several severe blows with a bar of iron while he was in bed, and commenced grappling with him. Tracy called for help, but before assistance could arrive the rascal made his escape to the lower deck and jumped overboard. Some say he succeeded in reaching the shore, whilst the porter of the boat declares he saw him fall back and sink, and that he is certain he was drowned. It is devoutly to be hoped that the porter is correct. Tracy is very badly injured, but it is thought will recover.

Lieut. Gov. Thos. L. Price on his way from this city to Jefferson, was robbed of $3,000. It was so ingeniously done, that he has not the remotest idea when or where the theft was committed.

The Steamer Fashion sunk near Evansville a few mornings since. She will be raised.

The Steamer Young America sunk in the Illinois river on Wednesday last, and nearly all of her cargo will be lost. No lives were lost on either.

The Democratic party of Mississippi have nominated all the present State officers. No Whig candidate in the field, and the Whigs and Know Nothings have united as is usual for them to do. The Whigs have succeeded in drawing a large number of Democrats into their ranks under the new title of Know Nothing which that party has assumed.

Judge Loring, the American or Know Nothing candidate for Governor of Kentucky has withdrawn from the canvass—in disgust, and Chs. S. Morehead has been nominated in his stead.

Thos F. Marshall, the Anti Know Nothing candidate for Congress in Kentucky, is opposed by his brother, A. R. Marshall. The race will be an interesting one—but all in the family. They are certainly an ambitious family, and it matters very little to them who is the fastest horse. Go it boys, take all you can get.

Another indictment has been found against W. G. Kendall, Post Master at N. Orleans, for embezzling the contents of a letter.

Thos. J. Steele, one of the editors of the Memphis *Eagle & Examiner* died on the first of the present month. There seems to be a great mortality among editors and printers of the West and South this season.

Mr. Thomas Wiley, (carpenter) formerly of your city, was in this place a few days since, but has gone to Quincy, Illinois, where he expects to remain some time.

It is doubtful if you will ever have the pleasure of meeting your friend Isaac F. Lightner, whole, entire and complete, for he declares that the warm weather will melt him plumb down into his boots. In that event there will be a great decline in the price of oil!

Yours, OLD GUARD.

LARGE ROBBERY.—BOSTON, June 18.—Jackson & Co.'s express car, between Portsmouth and this city, was robbed this morning on the up train of $5,000, government funds. There was $27,000 in bags, being the balance of government money left after paying off the frigate Constitution. Only one bag was taken, as is supposed, by means of false keys. Smith Robinson, the freight agent of the Eastern Railroad, has been arrested for stealing the gold. He was in the act of counting the money when taken in his office. He is a man of some property and has a family.

THE POISONED WEDDING PARTY.—The Abington Virginian states that the recent poisoning of a party in Scott county was not an accidental circumstance, but designed. A mulatto man belonging to Mr. Kane, and a white man and his daughter, residing in the neighborhood, are suspected of having committed the deed. The persons who were poisoned have all recovered except Mr. Bishop, whose death has been heretofore announced.

☞ HENBEYVIG INORATING CORDIAL.—The merits of this purely vegetable extract for the speedy cure of physical prostration, genital debility, nervous affections, &c. &c., are fully described in another column of this paper, to which the reader is referred, $2 per bottle, 3 bottles for $5, six bottles for $8; $16 per dozen. Observe the mark of the genuine.

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N. B.—These Pills should never be taken during pregnancy, as they would be sure to cause a miscarriage.

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Philadelphia, June 12, 1855. 6m-24

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