PITTSBURGH GAZETTE.

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PITTSBURGH.

FRIDAY MORNING, AUGUST 19, 1853.

☞ *READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.*

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every village and county in Western Pennsylvania and Eastern Ohio.

☞ TO ADVERTISERS.—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE, are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 5 o'clock, on Saturday evening.

DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,

MOSES POWNALL, *Of Lancaster County.*

FOR AUDITOR GENERAL,

ALEX. K. McCLURE, *Of Franklin County.*

FOR SURVEYOR GENERAL,

CHRISTIAN MEYERS, *Of Clarion County.*

Antimasonic and Whig County Convention

THE WHIGS AND ANTIMASONS OF Allegheny County will meet on Saturday, the TWENTY-SEVENTH DAY OF AUGUST next, at the usual places of holding primary meetings in their several Election Districts.

In the Townships respectively at 5 o'clock P.M., to adjourn at 8, except Pitt Township.

In the Boroughs and Pitt Township at 8 o'clock P.M., to adjourn at 7 o'clock; and in the several Wards at 10 o'clock A.M., to meet at 2 o'clock P.M., when the Whigs in the Wards to be by ballot. Each of the Election Districts to select Delegates to a County Convention, to be held at the Court House, on Wednesday, the 31st day of August, at 10 o'clock A.M., to nominate a ticket to be supported by the Whig party at the ensuing October election.

JOSIAH KING,
and Chairman of Committee of Correspondence.

MISSISSIPPI.—The papers generally are indulging in congratulations upon the auspicious fact that the Supreme Court of Mississippi has decided that the State is legally bound to pay her repudiated bonds, and they anticipate a speedy resumption of the payment of the interest, as well as the ultimate payment of the principal.—We shall be glad to find this view a correct one, but must confess our inability to concur in it.—In common with the whole American people we rejoice that the Supreme Court of that State has had the manliness and the honesty to decide as it has done; but we do not believe that payment of the repudiated bonds, and interest, will be made. At least not without a severe struggle to prevent it. If the State authorities were one in sentiment with the Court, it might reasonably be expected that they would unite in carrying out the views of that tribunal; but, unfortunately, they are not. The people, last year, decided by a vote of two to one *against* payment, and their State officers agree with them in that decision. The last Legislature, also, was in favor of repudiation, and made no appropriation or provision for opening the Treasury of the State to the payment of its repudiated liabilities. The Supreme Court may order payment to be made, but if the State Treasurer, refuses compliance, what then? Undoubtedly the people and the Legislature will sustain him in doing so; and as Judges in Mississippi are elective by the people, a successful effort will be made to displace the present bench and reverse its decision. Already such a purpose is announced. The journals which favor repudiation openly promulgate their determination to have Judges who will decide this question otherwise. "Where there is a will there is a way." The repudiators of Mississippi have a popular majority of two to one, and they will find a way to escape from compliance with the decision of their Supreme Court.

The American name has been dishonored by the conduct of Mississippi in repudiating her debts, and every American is therefore deeply interested in having the stain wiped off; but, much as it is to be desired, we seriously question the probability that she is ready to relieve her sister-ns from the reproach they bear on her account, and redeem her character in the eyes of the world.

WASHINGTON COUNTY.—The Democratic Convention of Washington County has nominated MATHEW LYNN and JESU JACKMAN for the Legislature. Both are Anti Maine-Law men. A resolution was offered in the Convention in favor of a sale of the Public Works, but it was *postponed until next year!* Of course. Washington is the residence of Mr. Canal Commissioner Hopkins. It would not do for *that* county to endorse a scheme that would relieve that gentleman from his official duties, or hint at the probability that the State works are not managed in the best possible manner. Nevertheless, we are fain to believe that there are some honest democrats, even in Washington County, who are convinced of the necessity of removing *from the State* the grievous burden of debt and taxation which it bears, by disposing of the unproductive Public Works to the highest bidder; and we have some sort of confidence that when an issue before the people on that point is directly made, as it will be, they, or at least a considerable portion of them, will be found on the right side. For the present, however, the democracy of our sister county appear to coincide heartily in sentiment with the Dutchman who thought that the adoption of the Maine Law and the sale of the Public Works would ruin "de democratic party."

IMPERTINENCE AND SLANDER.—A paper published in Wellsville, Ohio, contains a gross attack upon the Ohio and Pennsylvania Railroad, of a highly slanderous character. Among other things it states in substance that the road is dangerous and unsafe, and that passengers are afraid to travel over it, *etc.* To show the utter want of truth in this statement it is only necessary to state that from the first opening of any part of the road, until this time, the life of only one passenger has been lost; and that since its completion to Crestline no accident whatever involving the loss of life or limb to any passenger has taken place. No road in the country makes its trips with more regularity, certainty and safety; and passengers frequently express their gratification with the entire arrangements of the road. Whatever is promised, is always performed. We should scarcely have noticed the malignant assaults of an obscure and feeble sheet, except for the opportunity it gives us to call attention to the fact of the safety of the road, which, although carrying an immense number of passengers, and running several trains, has met with no accident of the slightest consequence since it was completed.

COMMISSIONER AND AUDITOR.—A correspondent calls our attention to the exceeding importance of nominating sound, intelligent, and practical men, as candidates for the offices of Commissioner and Auditor. The importance of this, in the present aspect of affairs in this county, cannot be over estimated. There has been entirely too much carelessness in the selections for these offices, heretofore, and if more suitable men are not selected hereafter, political parties can surely be no longer trusted to fill these offices, which, although of no political consequence, are of the greatest importance to the citizens and tax-payers. We hope this matter will be taken into serious consideration by the people at the primary meetings, and by the delegates who compose the next Whig Convention. There must be a reform in this department of our county government, unless the people are willing to put up with long standing and acknowledged abuses.

NEW FREIGHT ARRANGEMENT.—We learn from the *Baltimore Sun* that an arrangement is likely to be effected, by the Baltimore and Ohio road, through a proposition from the Pennsylvania Railroad for a mutual rate of fare and equitable charges, which will protect either from the evils of a ruinous and unprofitable competition. The schedule had already been made out, and consultations held, and it was thought that a satisfactory agreement would be arrived at. The Philadelphians were in great alarm, not long since, at the probability of a similar arrangement between the Connellsville and Baltimore and Ohio roads. "Circumstances alter cases."

NEW BOOKS.—We are indebted to Mr. B. T. C. Morgan, Bookseller, Wood st, for copies of "Gavazzi's Lectures and Life," and "Mark Hurdlestone," a novel by Mrs. Moodie. We have noticed both of these books before; but we may add that "Mark Hurdlestone" is a work of thrilling interest, and written with great power. For sale as above.

SHARKS.—The Boston Herald states that thirty of these ugly customers, some of them very large, were taken by one boat, off Cape Cod, Vineyard, on Wednesday last.

THE TURKISH QUESTION.

All accounts from Europe look to War as the most probable solution of the question which has so long agitated the political and commercial circles of the world.

An evacuation of the Danubian Provinces by Nicholas is made the basis of the proposition of the Four Great Powers for a peaceful settlement of the question. That the Emperor will not relinquish the military possession of the Provinces is evident from all his movements and preparations. He may prevaricate for the purpose of gaining time, but he has no intention of yielding up the spoil already within his grasp. Unless England and France back out from the position they have taken, they cannot avoid a collision of a most momentous character. In view of this state of affairs, the following conversation, which took place in Parliament, on the 23 August, is of the most interesting and important character:

DEBATES ON THE TURKISH QUESTION IN PARLIAMENT.

In the House of Lords on Tuesday, the Marquis of Clanricarde rose and said; My Lords—I wish to put a question to my noble friend the Secretary for Foreign Affairs, respecting the report which he may have to make with reference to the Danubian provinces. It appears, from the reports in the newspapers, that the Russians are in entire possession of the Danubian provinces. The report in particular to which I allude states that the Commander-in chief of the Russian forces had ordered the Hospodar of Moldavia not to transfer any tribute to the Porte, and informed him that any tribute paid to the Sultan must be paid over again to him. More than this, it is stated that those persons to whom the local administration of the country is entrusted have been ordered to hold no further communication with Constantinople. *It is impossible that such acts as these can be quietly submitted to, nay, very directly, in events which we may all have occasion to deplore.* [Hear! hear!] It is, therefore of the highest interest to the country, and to this House, that we should be put in possession of whatever information can be afforded to us, without inconvenience to the public service. [Hear! hear!] It is a matter of the greatest importance; and I held it to be impossible for Europe, or France, or England, to submit to such an extension of territory in that direction by Russia, and such a diminution of the Turkish Empire, without the gravest and most fearful consequences—[hear! hear!]—not only to the happiness of Turkey, but to the material interests of all classes in Europe, but above all in Germany, France, and this country. [Hear, hear.] It is a matter on which your lordships must wish to have the fullest information; and, therefore, I hope my noble friend will not think me indiscreet if I ask him whether any such reports as those to which I have referred have reached him officially—namely, the assumption of the sovereignty of the province to which I allude by Russia! [Hear hear.]

The Earl of Clarendon: My lords, so far from thinking that my noble friend has committed any indiscretion upon the question which he has now put, I can assure him that I am sure by the same view as he does upon what would be the result, not only to Turkey, but to Europe, and more especially to this country, of any permanent alienation of that territory, to which he alludes, from the Turkish empire, that I am glad to be put to the question, inasmuch as it may satisfy the public mind, as far as I am able, by giving my noble friend all the information of which I am in possession. [Hear, hear.] By a dispatch dated the 17th of last month, I learn from Lord Stratford de Redcliffe, that a communication had been made by the Consul General of Russia to the Hospodar of Moldavia informing him that his relations with the Ottoman Government were to cease, and that the tribute usually transmitted to Constantinople was to be placed at the disposal of the Russian Government, on the ground, as it was stated, that although there existed no intention of modifying the internal institutions of Moldavia, or of altering the existing order of things, yet that during the military occupation of the provinces the action of the sovereign power was necessarily, though temporarily, suspended. I have to state also that the Turkish government expected to receive similar information from the Hospodar of Wallachia, but I have received a dispatch this morning, from the British Consul at Bucharest, Mr. Colquhoun, dated the 22d of last month, which says that up to that time—although it might have been the evening before—no such communication had been made by the Hospodar. Such a communication, however, it was naturally expected by the Porte would be made to the Hospodar of Wallachia, and it was the intention of the Porte, as soon as that communication had been received, to order the Hospodars to withdraw, and to cease their functions. [Hear, hear.] And Lord Stratford de Redcliffe states that, in that event, *he should consider it highly improper that the Ottoman Consuls in the Principalities should continue to exercise their functions* [Hear, hear.] I lost no time, my lords, in communicating to Lord Stratford de Redcliffe the *entire approval of Her Majesty's Government of the course he proposed to adopt.* [Hear, hear, from all sides of the house.] I can only further inform your lordships that, by a messenger who leaves to-night, I shall instruct Sir Hamilton Seymour *to demand the explanation to which we are entitled from the Russian Government.* [Loud cheers.] Other matters remain, my lords, pretty much the same as before.

In the House of Commons on the same day, Lord D. Stuart said there had been for some time on the books of the House, a notice of a motion relating to the settlement of the Eastern question, in the name of Mr. Layard. He had more than once shown a desire to bring this important question before the House; but he had waived his intention in consequence of the wishes of the Government, who thought that it was inconvenient to the public service for the question to be debated in Parliament at that time. Some time had since elapsed, negotiations had gone on and were still going on, both in this country and in all the courts of Europe, in relation to the differences between Russia and Turkey. He did not ask the Government one of fixing a day when the subject might be discussed; but he wished to know whether the noble lord would, before the prorogation of Parliament, which could not be very long delayed, set apart a day when Mr. Layard might make a motion, and when the subject might be discussed. He, at least, when the Government would be prepared to lay a statement before the House, and explain to the House and the country the present state of our relations with the different powers of Europe.

Lord J. Russell—On the last occasion when this important subject was mentioned, the house concurred with the Government in thinking that it was not desirable to have a discussion in the present stage of the business. I am quite willing to give my noble friend and the House all the information that it is at present in my power to give. [Hear, hear.] When the Ambassador of his Majesty, the Emperor of Russia, left Constantinople, it appeared to her Majesty's Government that it was desirable that there should be a conference of the representatives of all the great Powers of Europe, in order to arrive at the terms which might put an amicable termination to the differences between Russia and the Ottoman Porte. It was the opinion of the Government of Austria that it was not desirable to have any such conference while the matter remained in the state of diplomatic relations, and that it would not be desirable to have such conference unless the Emperor of Russia, by invading the Principalities, should for a time, indeed, have disturbed the *status quo* of Europe. When that event occurred, the Government of the Emperor of Austria, in conformity with its previous declaration, declared its willingness to hold a conference at Vienna, and it summoned representatives of the four other great Powers of Europe to attend, for the purpose of a conference on the affairs of Russia and Turkey. The minister of his Majesty the Emperor of Russia did not attend; but the ministers of England, of France, and of Prussia attended that conference. Certain terms were then agreed upon, which, in the opinion of the representatives of the four powers, might be accepted with honor by the two Governments of Turkey and Russia. *These terms have been essential to by the Governments of England and France; and, according to our belief, have been transmitted from Vienna to Petersburg and Constantinople* In this state of the question the House will, I think, feel that the reasons are now any arrangement which does not "protect the independence of the Porte," and "*insure the immediate evacuation of the Principalities by the Russian armies!*" Nicholas will not evacuate. What then?

NEW ORLEANS.—The New Orleans *Picayune* contains the following appeal for pecuniary aid to the absent citizens of that place:

"We deem it a duty to appeal to those of our citizens who are absent at the East, the North, the West, or wherever the tide of travel leads, in behalf of those of their fellow-townsmen who remain here to bear the brunt of the severe and distressing labors which a ready charity, a Samaritan benevolence, induces them to encounter for the sake of humanity. The sick and the dying are in our city by scores and hundreds, and they are principally of that class whose members have not the means to pay the expenses attendant on sickness. Those who die leave, for the most part, families who must be assisted for awhile.

There are many courageous and generous hearted men in our city, who devote themselves to assuaging the sufferings of the sick, comforting the dying, and assisting the orphan and the widow. But they cannot bear all the expense, as well as the care and danger. Our residents have contributed largely to meet this want; but ought not our absent citizens to take their share in this work of supplying the funds so urgently required by the different charitable associations? We are sure they will, as soon as the suggestion meets their eyes.

Some of them have already set an excellent example. Let the others follow. Let them think of what a drama is enacting in the Crescent City—that it is they are amusing themselves far away from its steeping and death. Send in your mite to the Mayor for distribution among the different associations that need it to pay the expenses of the indigent sick. Authorize your agents here, if any you have, to act liberally in your name. Out of your abundance give to charity."

This appeal will no doubt be responded to, liberally, by those to whom it is made; but while it is *directly* addressed to the absent citizens of New Orleans, it ought to be considered as an indirect appeal to the charitable all over the country. New York has responded to the amount of $25,000, Philadelphia $15,000, and Boston, Baltimore and Washington City will swell the sum total to $50,000. Shall not Pittsburgh also respond? If it be ever so little, let us send something, for humanity's sake, to show that human sympathies link us to the rest of the world. When the calamity of the great fire visited us in 1845, New Orleans extended to us a helping hand. A greater calamity is now sweeping away, not her property, but her citizens, and prostrating thousands who are unable to help themselves. Shall we not, therefore, return with interest the aid once extended to us? Will not some one of our benevolent citizens move in this matter?

LOCOMOTIVE BUILDING.—In the last *Railroad Journal* we find a letter from a Pittsburgher, signed 'A. B.' making a very liberal offer to any Company who will establish a locomotive factory here. It is as follows:

Mr. Editor:—In a late article upon Locomotive Building in the West, you made statements which may induce some parties to look to this region for a site for such an enterprise. If there be any such, I beg leave to call them through your columns, the following offer.

To any responsible company, who will agree to build within a year, I will give, without charge, all the ground necessary for shops and yard. They shall have the choice of about fifty acres on a level tract, four miles from the centre of the city of Pittsburgh, with which it is connected by river, by a level plank road, and soon will be by one of the principal railroads meeting at this place. The location in every way good, the land laying above the reach of floods. Coal can be had as cheap as at any other place in or about Pittsburgh, and probably below the figures you give in the article referred to. Coal suitable for raising steam can be had at less than half that price. Should the present rate of increase in the city continue, but few years must elapse before this property is thickly populated.

Please give my address to parties wishing more definite information and oblige,

A. B.

Pittsburgh, Aug. 4th, 1853.

P. S.—This offer is open to parties contemplating other kinds of manufacturing enterprise.

OAKLAND OMNIBUS ROUTE.—Some weeks ago a correspondent complained, in our columns, of the general management of this route, and suggested some reforms, or the substitution of another line. Since then we have had occasion to pass over that route, and were pleased to find the Omnibusses comfortable, the drivers attentive and polite, and the time-table promptly observed. We feel assured, therefore, that our correspondent's complaints were not well founded, and we embrace the first opportunity after our personal experience, of correcting the improper impressions made by a mistaken, or captious and unreasonable writer.

ATTEMPT TO ROB A BRIG AND MURDER THE CAPTAIN.—ONE OF THE RIVER THIEVES SHOT DEAD! AND ANOTHER WOUNDED.—About daybreak on Sunday morning, the cabin of the brig Alfred Hammond, Capt. Thayer, lying at the foot of Delancy street, was entered by four thieves, who seized the captain while asleep, choked him, and attempted to force him through the cabin window. He, however, awaking, and extricating himself from their grasp, gave the alarm. Three of the villains succeeded in getting in a boat which they had alongside the brig, and pushed off. The captain seized a rifle which he had loaded, and fired into the boat, and is of opinion that he wounded one of them. He immediately loaded the rifle again, when he saw the other attempt to get away. He fired at the man, who staggered against the side of the vessel, fell overboard, and, no doubt, was drowned. The thieves were all disguised with masks; the man who fell overboard was tall and thin, and had on a black frock coat and brown plush cap. The cap which was recovered is now at the Station house. Officers Bierfeld and Dumaulin, as soon as the alarm was given, were on the spot, and would have arrested the robbers had they have procured a small boat in time. The other three robbers rowed off hastily, towards the city of Williamsburg, and effected their escape. The body of the man who was shot has not yet been recovered. As the wounded gang's been in custody, there is no doubt that the life of Captain Thayer would have been sacrificed, and the vessel robbed of a large amount of valuable property.—*N. Y. Daily Times.*

THE CIVIL WAR IN CHINA.—A fact which gives deep interest to the progress of the Chinese civil war seems to have been overlooked.—In 1855 the provisions of the treaties between China and France and the United States will have to be reconsidered and revised by the contracting parties. Now, whether, so far as China is concerned, the Tartars will develop into the present rulers or upon those who are seeking their overthrow, is of much importance, inasmuch as the insurgents have the reputation of being more favorably disposed toward foreigners. But there is a condition of the eyes of the things that will be eminently perplexing. It is very doubtful in our judgment whether the present civil war will be brought to a close by that time, and it may happen that parties will be in such equality of force and position that it will be difficult to say in which scale the preponderance of the Empire; and if the insurgents are successful, there will probably be an interval of anarchy and confusion between the final overthrow and subjection of the Manchu and re-establishment of the Ming dynasty.—*New York Commercial.*

ALL BURIED.—We learned last evening that a sufficient number of men had been employed during the day to get all the bodies in all the cemeteries under ground. For several days previous, bodies had been accumulating at so rapid a rate, that graves could not be furnished for them at nightfall, and until the next morning they remained by dozens in the grave yards, unburied, tainting the air for rods around with pestilential odors. On Sunday evening, the number of the unburied was greater than ever, though the chain-gang had been employed during the day in the digging of graves. Five dollars per hour were offered, but even at that rate men could not be employed, for the swollen dead were bursting their coffin lids, and the stench was sickening in the extreme. It is, moreover, a common complaint that the graves are not dug anything like the required depth, and that the thin, earthen covering is not sufficient to prevent the escape of foul gases from the decomposing dead.—*N. O. True Delta, Aug.* 9.

THE FALLS RIVER CALAMITY.—Three more persons injured by the late catastrophe on the Providence and Worcester Railroad, have died, making seventeen in all, thus far. A number more are so badly injured as to be considered past recovery.

Mr. Wm. Bates, who was a passenger on the excursion train, in concluding an account of the disaster, says:

"The common expression here is that the accident was owing to the desperate and foolhardy recklessness of the conductor of our train, Frederick Putnam, who, as well as the engineer were new hand, on the road. Our cars hardly stopped at the depot we passed above the accident; and we passed, a mar, apparently connected with the road, at the depot remonstrated with the conductor against his proceeding, and as the cars passed on at a rapid rate remarked, 'there will be a smash up in two minutes.' That collision did take place in less than that time.

THE WOOD BUSINESS—ALARMING INCIDENTS! AN OFFICE HOLDER!—SHALL THERE BE NO END OF THE PLUNDERING!—The wood necessary for the locomotives and other engines on the Portage Railroad is a big item in its expenses, costing some tens of thousands of dollars annually. The contracts for furnishing it, are—as a matter of course—given to favorites, and whether a percentage of the stealings ever goes back into the pockets of the officers who give out the jobs, is not material to our purpose. Suffice it to say that outrageous frauds are alleged to have been committed, and some of them at no remote day.

Among the plans which the contractors have devised of making a fair show to the casual observer, is this: they select a nicely swelling piece of ground—the more huge stumps on it the better—and on this they rank pile against pile until the whole hillock is covered. The top of the pile is kept nicely level, but the bottom is gloriously concave, in consequence of the ground swelling up, and up, until in the middle there is many more than a mere hiding of the mother earth! At the outside it measures 4 feet high, and looks all right. Of course it passes inspection and is "taken up." But this is considered a rather modest way of doing things, and certainly is so in comparison with another we have been told of. The latter is to build up the outside tiers all right, and then fill up the inside with crib-work. Aint this rank villany, and downright robbery? But by the way, a good story is told of one of the officers getting up on a pile of this kind to 'inspect' it, and incautiously treading upon a treacherous stick, it gave way, and he was suddenly precipitated into one of these cribs, to the no small detriment of his shins &c.!!

Whether the pile passed inspection we are not informed; but it was a hint not to be too inquisitive in future, for it is thought he never forgot.

What think the tax payers of these things!—Do they not incline the honest men of all parties to unite in voting for a reformation, or for a sale of the Public Works?—*Hollidaysburgh Register.*

THINGS IN NEW YORK.—The Evening Post publishes a report (in which the editor has entire confidence,) that several cases of yellow fever—ten or twelve is the number stated—are now under treatment at the quarantine at Staten Island, about 7 miles from the city. They were brought there by a vessel from New Orleans. The New York Times of yesterday, however, on the authority of Dr. Fay, the attending physician, pronounces the Post's statement to be untrue, and says not a single case of yellow fever has yet been brought to quarantine.

The report of much sickness among the hired girls of the St Nicholas Hotel is said to be greatly exaggerated. The only death was a young boy from Boston, who had eaten largely of green fruit. Two girls were overcome by the heat, when the proprietor suspended all work in the laundry.

Several refreshing showers fell on Sunday night and at intervals during Monday morning. At 1, thermometer, which stood at 102 in the shade, at noon on Sunday, fell on Monday at the same hour as low as 78—a difference in temperature of 29 degrees. A sudden change like this cannot but exercise a prejudicial effect upon the public health. *Coup-de-soleil* are at an end. Diarrhœa, dysentery, &c, it is feared, have a harvest before them.

A fleet of packets from London and Liverpool came into port during Monday, nearly all of them crammed with immigrants. The arrivals of passengers from Sunday evening to Monday noon, sum up nearly 2,000.

On Monday morning, previous to the cessation of the extreme heat, 27 additional deaths from sunstrokes, &c, were reported to the coroner.

The total amount thus far subscribed in the city for the relief of the sufferers by the yellow fever at New Orleans, is $23,000.

C. H. Hudson, the second officer of the Danish brig of war at New York, who has been missing for several days, was found on Monday on board the ship Union, about to sail for Europe. He was taken to prison on the charge of desertion.

IMPORT OF RAILROAD IRON.—The New York Journal of Commerce notices the fact that the imports of Railroad Iron at New York, from January 1st, show a large increase over the corresponding period of the preceding year. This increase has been confined entirely to the second half of the year, as the receipts before and since show a comparative decline. The amount in 1852 was 289, 321 bars, valued at $1,134,286. In 1853 it has been 428,132 bars, valued at $3.-225,979—increase, 148,811 bars, and $2,121,696 in valuation. Some idea of the relative prices, this year and last, may be gathered from the great disproportion between the increase in quantity and the additional value. During the first quarter of 1852, the average value of the bars received was $8 60, while, during the same period of the current year, the average was $14 25—an increase of over 100 per cent!

CONTINUED DEPRESSED MORTALITY AND INCREASE OF THE FEVER.—GRAND DISPERSAL.—*New Orleans, Aug.* 15, *P. M.*—The yellow fever continues fearfully on the increase. The Board of health reported two hundred and thirty-two deaths during the past twenty four hours, ending at six o'clock this morning. Considering that so many have already died, and the population being almost by oil who have the means of leaving the city, this mortality is unprecedented.

The distress and suffering which exist among all classes and especially the poor, the sick and dying, are beyond the power of pen to describe. In one house, five of the family fell victims. The survivors are unable to bury the dead, and in some instances corpses have been lying until they have become putrid. The worst feature, however, is yet to be