MORNING HERALD.

THURSDAY, JULY 16, 1840.

THURSDAY MORNING, 3 O'CLOCK.—The BRITISH QUEEN has not yet arrived. It is barely possible that she left on the first of July, but hardly probable. The Great Western was once 24 days coming over, and the Liverpool 22 days. The Western has been out 12 days, at noon today, and as she made her last trip in 12 days and 6 hours, we shall expect her hourly till she arrives. As before, it will be pull devil, pull baker, between Roberts and Hosken, till one or both arrive.

The Croton Water Works—The Grand Scheme of the Locofocos for the Fall Election.

We beg—we entreat—we pray all the independent readers of the Herald to read, peruse, and study the very important statements of the progress and present state of the great Croton Aqueduct, which will be found in this day's paper. At a great expense and much labor, we despatched last week one of our trusty agents, throughout the whole line from New York to Sing Sing, who examined every part of the way, and collected every fact relative to the monstrous management of this great locofoco job.

Under the management of the present Commissioners, the Croton Water Works is to the Treasury of New York city, what the Florida war is to the Treasury of the General Government—a scheme of plundering the public for the benefit of "the party." The locofocos cut down and pare away pittances in the Corporation, while the greatest waste and extravagance take place on the aqueduct.

But not only, is this public work converted into a mere job for party purposes—it contains, as now managed, *the whole scheme of Mr. Van Buren for the recovery of the city and state of New York in the next fall elections, and on the basis of that recovery, his re-election to the Presidency.* Talk not to us of the sub-treasury. That may do for the silly blockheads of the Wall street press.—Mr. Van Buren's speech at Castle Garden about the sub treasury was merely a *ruse de guerre* to throw the miserable whig opposition upon a wrong scent—and it is highly probable he will succeed. The management of the Croton Water Works, as we describe it today, contains the real campaign of Mr. Van Buren, for his re election to the Presidency—and the support of his majorities in New York for years to come.

We desire every one to read, and reflect carefully, on this day's Herald.

HIS DEMOCRATIC MAJESTY.—An account of the movements of this illustrious head of this illustrious Republic, at Cold Spring and West Point, is unavoidably crowded out until tomorrow, by the importance of the article on the Croton Water Works. The scenes at Cold Spring, at Mr. Kemble's iron works, the interview between his Republican Highness and the hard working men of the Foundry; the curious review of the 250 cadets at West Point; the reception there by "Dicky Delafield the punster," as the Cadets call him; the wine-drinking at Major Delafield's house; the insults to the ladies assembled on the green at West Point; the mistake in firing off the National Salute, when 26 guns were fired for the 26 states and one gun for "The Herald," his Republican Highness's visit to the Cadets' mess table; his hasty escape from the island, without an escort; the locofoco ball at Mr. Kemble's that evening, were all of the most amusing character, and will be given in tomorrow's paper, with a graphic engraving of a locofoco cotillion party. So look out for fun.

THE CONVICTION OF WHITE.—A good deal of public attention has been directed to the conviction of Ezra C. White, for the murder of Peter Fitzpatrick, the evidence in which case has been published at great length in almost every daily paper, except the Wall street evening ones.

Next week, White will be brought up for sentence, and on that occasion a great inquiry will be started as to the future course of justice. Already, portions of the press have taken sides against the verdict of "wilful murder," and, of course, the punishment of death which necessarily follows it—and this view is put forward on the ground that the murder took place in a *melee*, and was only a manslaughter, although the jury found the verdict "wilful murder." One of the most revolting features of the case is the fact, that the deed was committed with a knife, and so far, resembles one of those rows that take place in the streets of the Mississippi towns. If by any mode of mystification, or any quantity of sympathy, the laws are to be defeated in New York, we are afraid that the injury to society will be greater than many imagine. In the case of Richard P Robinson, the character of public justice in New York received a great blow by the laxity of its execution. Our public authorities, from the Governor down to the juror, ought to be careful how they tride with those sentiments which preserve society intact, and are the only strong basis of civilization.

In order that the public may be duly informed of all the facts in this case, we have issued an Extra from this office, price two cents, which contains a fuller account of the evidence than has yet been published. We have our own independent opinion yet to give.

☞ The "Webster Rint" still seems to annoy some of the rabid party whig editors. What is the fact? Mr. Webster borrowed a large sum of money on the pledge of the Boston and Illinois property, and the amount was raised by subscription, as state loans usually are. This we can prove to be the fact, whatever the miserable papers of Wall street may say. We shall give a full exposure of all this business in a few days, with the names and dates for every item.

THE MISSIONARY CAUSE.—We have encouraging accounts from Charlestown, near Boston, in the neighborhood of the splendid Bunker Hill column that is to be, of the flourishing condition of the great missionary cause. It seems that a pious clergyman, not satisfied with the speed of converting the heathen in foreign countries, has set to work among the fair sisters of his own congregation, and invented a new plan—or rather an old plan made new—for creating souls at home, to supply the deficiency of conversions abroad. The clergyman is a man of good family—tipe and handsome—we have heard nothing of the lady. Particulars by and by.

NEW SYSTEM OF SPECULATION.—The gentlemen "wot" deal in lots, despairing of ever reviving the good old prices of 1836, or of doing a thriving business with the living, have opened their batteries upon the dead, by pompous announcements of "Greenwood Cemetery, near Brooklyn," &c. &c. Well, if one cant sell lots to build houses upon, the next best thing is to raise the wind by laying out grave-yards. Any thing to turn a penny.

☞ TEXAS, we hope, will not be let alone by Mexico, notwithstanding the miserable letters written in New York, and dated at New Orleans, which are published in the "Star." We have our views to give of the glorious destiny of Texas, which differ widely from the charlatanism of the Rev. Mr. Breckenridge, or that of M. M. Noah. These fellows know little of the present age.

☞ There is to be a regatta today on the Schuylkill. Six eight oared and eight four oared boats will contend for the prizes.

The Croton Aqueduct.

This noble and truly stupendous work is fast approaching a state of completion—for about two thirds of the entire distance of 43 miles. As is well known, the whole of the work, with the exception of the high bridge at Harlem River, is under contract, and the last contract expires on the 1st of October, 1841; and it is thought by some of the most able engineers on the line that the whole line of work, except the high bridge, could be completed by the 1st of October, 1840, if the Commissioners thought proper to allow it to be done by that time.

The Croton Aqueduct, the noblest work of art undertaken in modern times, extends for 42 miles across a country, on the east bank of the Hudson, that is exceedingly rocky, hilly and uneven, and broken at short intervals by deep ravines, containing water courses running into the North river, besides innumerable roads, lanes, and turnpikes traversing the country in every direction. The whole line of the Aqueduct is divided into 96 sections, which have been contracted for by about forty-eight firms.—Of these the most taken by any one man is four sections, contracted for by Samuel Roberts, and one firm, Clarke, Strover & Sumner, have also contracted for four. The sections of the aqueduct are not of equal length, but vary according to the nature of the work required to be performed on the line; and they are of various distances, from 1200 to 3000 feet. The first section commences with and includes the dam about eight miles from Sing Sing, (where the Croton river is dammed back for more than five miles,) together with a small piece at the commencement of the aqueduct. The last section of the aqueduct proper terminates about 144th street, where the receiving reservoir is to be situated, and which is to occupy thirty acres of ground. The water is then conveyed down to the distributing reservoir, placed between 40th and 42d streets, on Murray Hill, (which covers less than ten acres,) in two sets of three iron pipes in each. This reservoir is 114 feet above tide water; and hence the water is to be conducted through the city in pipes at the expense of the corporation; for, at the distributing reservoir the present contractors by agreement consider the work completed. The line of this distributing reservoir will cut the cupola of the City Hall, and therefore water can be thrown in the city that height.

The whole cost of the works, according to the contracts, including that for the low bridge at Harlem (the first plan) is $8,500,000; and now an additional $400,000 is added for the high bridge, the contracts for which are to be completed the 29th of this month; making, according to these estimates, a little less than $9,000,000, exclusive of the pipes from the distributing reservoir. There is little doubt, however, in the minds of the contractors, that before the water is delivered in the houses of our citizens, the sum of at least $12,000,000 will be expended on the work. The low bridge was estimated to cost $450,000; the high bridge, $850,000, and the tunnel under the river, (the entire breadth of the stream, and not merely the channel,) differing from the Thames Tunnel by being worked through a coffer dam, was to cost $350,00. The whole of the iron pipes to carry the water across the river have been contracted for by Mr. Gouverneur Kemble, for $350,000.

The water is to be carried over Harlem River in two three feet pipes at present; which it is thought will suffice to supply the city with water for fifty or one hundred years to come, when they are to be taken up and replaced by four feet pipes. The high bridge will be composed of fifteen arches, eight of eighty feet span, and seven of fifty feet span. The aqueduct, where it crosses the Harlem River, will be very nearly one hundred and twenty feet above the level of tide water. At the dam above Sing Sing, the surface of the water is forty feet above the original surface of the river, (which rises in Putnam County,and has several sources from ponds and small lakes in the mountains,) and the bed of which has an average width of one hundred and fifty feet. The grade of the aqueduct at the dam is one hundred and sixty-six feet above the level of New York, and the surface of the dam is twelve feet above the grade of the dam. The pond of water caused by the dam will cover more than four hundred acres of ground; and the water will enter the aqueduct at the dam through a tunnel one hundred and fifty feet long. When the aqueduct is full, the water will move through it at the rate of two feet a mile, the conduit having an uniform descent of thirteen inches to the mile, from the dam to the distributing reservoir: where it will be able to discharge forty-nine and a half millions of imperial gallons of water every twenty-four hours. And calculating that every man, woman, and child in this city will each consume five gallons of water every twenty-four hours, (a fair estimate) the aqueduct can supply a population of ten millions, or more than the island of Manhattan will contain at the day of judgment.

Along the entire line of this truly noble work, *the hydraulic cement is exclusively employed.* This is obtained from different parts of the state, along the river and is made from a species of sub-carbonate of iron, which is found in a state of close mechanical mixture with sulphate of lime, magnesia, and a small portion of silex. This stone when found is burned, like common limestone, and then ground instead of being slacked with water, put in barrels, and carefully excluded from the air; and none is allowed to be used that has been ground more than a month

The quantity of brick used along the line may be estimated from the fact, that about 2,000,000 are required to finish the entire Aqueduct, making a total of about from 85,000,000 to 90,000,000 of brick for the entire work. The other description of material used for the bridges and arches, is of course found in the immediate vicinity of the works all along the line, either in large detached masses of rock, variously constituted, or in the body of the hills themselves. There is not much granite proper used in the protection walls or foundation walls in the embankments thrown across ravines, or in the bridges; but the stone used generally contains all the constituents of granite, (viz: quartz, felspar, and mica,) variously blended, variously proportioned, and of different degrees of texture. Probably the stone most used is a compact species of gneiss; there is also much greenstone, and some sienite employed, and a description of rock, varying in its external appearance between the basalt and trap rocks found in the neighborhood of the great Dudley coal basin in England. Every species of horn-blende, and some beautiful specimens of shorl, axinite, Arfwedsonite, and every variety of felspar and mica, are met with in blasting the rocks between the dam and the receiving reservoir.

The nature of the work of the Aqueduct to contain the water may be gathered from the following diagram, which is an exact representation of the masonry in all the open earth cuttings:—

The dotted lines at the bottom of the above diagram represent the boundaries of the concretion of the Foundation Wall. The dotted line marked A, is the chord of the roofing arch, which measures seven feet five inches. The line B, is the chord of the inverted arch, which measures six feet nine inches; and the versed sine of this is nine inches. The line C, is the rise of the side walls between the two arches, and measures four feet. The line D, the radius of the roofing arch, is three feet eight and a half inches. The roofing arch is of brick, eight inches wide, and the sides and inverted arch are of brick, four inches wide. The protection walls are of stone, two feet in the inverted arch, and two feet in the part parallel to the chord of the roofing arch, whence the spandrel walls diverge off to a point.

In earth tunnels, the entire masonry is brick, the thickness of the inverted arch is eight inches; and that of the sides and roofing arch twelve inches; and is entirely open cut the conduit has a roofing arch of eight inches thick. In all rock tunnels the conduits are made similar to those above described, except that there is no roofing arch; but the conduit is made water tight above the height of the water line in the earth tunnels. Along the entire line there will be fifteen tunnels, through the rocky hills, varying in length from one hundred and fifty to nine hundred feet. The aqueduct is carried across ravines by means of embankments in which there are capacious culverts to admit the passage of streams of running water, brooks, &c.; there is also a strong foundation wall, built up from the bottom of the ravine to the aqueduct, a little wider than the sectional area of the conduit, and projecting proportionately from the top to the bottom. On the outside of the embankment is a massive protection wall, which is dry laid. Over turnpike roads there are thrown beautiful stadted bridges, all constructed with the strictest regard to strength and durability; the most handsome one of this kind is on section 20 (Appleton's) where the President was cheered last Friday, the lettering on which was finished only yesterday. Across water courses, such as creeks and the larger streams, there are thrown beautiful aqueduct bridges, the most imposing one of which can be seen at section 20 (Mr. Young's) in the village of Sing Sing. This bridge is formed of one magnificent stone arch, thrown over the Sing Sing Kill, which has a span of eighty eight feet, a versed sine of thirty-three feet, and which is eighty feet from the foundation to the crown of the arch. It is believed to be the largest arch of the kind in America. The foundation of the abutments of this arch is solid rock, worked to a perfect surface. The curve of the arch is an ellipsis. The stone at the spring is 4 feet in the bed, and 17 inches thick on the intrados, diminishing to the crown to 15 feet bed, and 15 inches thick. The whole face of the work, including the arch, bevels an inch to the foot; which makes the ring-stones very difficult to fit. The ring stone is of granite from the Hudson River Highland: the greater portion of the other stone work is gneiss. This arch, when completed, will have 95 courses, the average weight of each course to be from 10 to 12 tons; 50 courses are already laid, and the calculation is to have the key-stone in by the 26th of next month. The centre used in constructing this arch is on a new principle: it consists of three principal braces so constructed as to radiate from one point at the base of the arch, and terminate in a continuous line at the first and second points of bearing, and at the crown of the arch, and thus sustain all the pressure. On this same section there is also a tunnel 335 feet long cut through a solid rock, the sides lined with brick, and the rock forming the roofing arch. These are points of the work which, with the great dam, and the viaduct arches across the ravine at Sleepy Hollow (Law's section), and some important points on Mr. Carmichael's sections should be visited by all who can devote a day or two to the pleasing task. A set of bridges will also be constructed on Manhattan Island, that will be highly interesting, from the fact that they will cross eight or ten streets in the upper part of the city.

Such is a general outline of this magnificent undertaking, which we have travelled along the entire line of, from the dam to the spot appointed for the distributing reservoir at Murray Hill. The work is most admirably performed all along the route thus far; and most particularly the sections undertaken by Mr. Carmichael, Mr. Young, Mr. Appleton Mr. Farrell, and two or three others. Up to the first of January last, the commissioners expended $1,963,-335 12; they have expended up to the present time about $4,500,000. The excavations in earth and rock, and the brick and stone masonry, are paid for by the cubic yard; the dry walls and foundation walls are paid for in the same way; the lumber is paid for by the thousand, and the cast and wrought iron by the pound. Upon the entire line in December last, there were only 2,899 men employed; but as the number now averages nearly 50 on every one of the 96 sections, (except the bridge,) there must be near 4,000 men employed. The first payments were made in July, 1835, and for three years only $850,000 were expended; in the 7th half year ending January 1, 1838, there was $984,000 expended; and this last half year ending July 1st, 1839, there has been about $2,600,000 expended. The work has been under way just four years, and there has been $4,000,000 disbursed; of this, all the engineers have had only $150,000, the printers have had much less than $5,000, and the fat, sleek-headed, sleep-o'-night commissioners have pocketed about $80,000 in salaries, dinners, rides, incidentals, et ceteras, humbug, et ceteras, tom-foolery, et ceteras, et ceteras, et ceteras! a great deal of money, very little bread.

Now we have never recarring question, "When will this great work be finished, and how far has it progressed in detail?" On the 1st of January last the following was the exact state of the work:—

Aqueduct, arched and complt-ted,	11 1-5 miles.
Side wall, ready to receive the arch,	1,443 feet
79 culverts completed, in length,	5,476 "
10 do part finished do	652 "
3 tunnels, finished, do	967 "
7 do do do	1,187 "
Cubic yards of foundation wall, finished,	58,439
do protection wall do	36,000
do hydraulic masonry,	119,410
do of excavation in earth,	2,901,309
do do in rock,	127,137
do of embankment,	105,637
do of back filling,	333,137

In the six months preceding Jan. 1, 1839, the following amount of work was completed:

Miles of Aqueduct	9 1-8
Culverts	57
Feet of tunneling	574
Cubic yards of foundation and protection wall,	53,869

The actual state of the work at the present moment, for the first half of the entire line, may be thus enumerated, section by section:—

Section.	Section.
1 The dam;	22 two thirds finished;
2 very nearly finished;	23 half done;
3 finished in 2 months;	24 three fourths finished;
4 finished;	25 finished in 3 months;
5 fin shed in 2 months;	2[illegible] finished;
6 finished;	27 two thirds finished;
7 three fourths finished;	28 half finished;
8 two thirds finished;	29 one third finished;
9 finished in a month;	30 finished;
10 do do	31 excavation all done; masonry one third done;
11 finished;	
12 do	32 do do
13 do	33 no masonry done;
14 do	34 four fifths done;
15 two thirds finished;	35 two fifths done;
16 finished in 2 months;	36 finished in 2 months;
17 finished;	37 all done but 350 feet;
18 two thirds finished;	38 three eighths done;
19 finished;	39 two thirds done;
20 finished in a month;	40 three eighths done.
21 do in 2 months;	

Such is the actual state of the work for about half the line; it thus may be summed up:—From the dam to Tarrytown, the entire line is three fourths done; from Tarrytown to Dobbs's Ferry, is more than three fourths done; and this, with the exception of the bridge at Harlem, is by far the most difficult half of the line. From Dobbs's Ferry, where the road strikes the aqueduct, to the distributing reservoir, is less than 20 miles, and can be examined by any of our citizens in a day's ride. Although, let it be remembered, there are 96 sections; 15 are finished entirely; 15 more will be completed in two months; 40 more will be finished Oct. 1, 1840, and the remaining 20 sections, (except the bridge,) Oct. 1841.

The conduct of the Commissioners in this matter has been of the most shameful character. The work has been four years in progress; it could have been completed in another year, but they have determined that it shall not be finished for more than two years to come, that they may enjoy their $100,000 annually in salaries and et ceteras. And more than this: the high bridge at Harlem, the most difficult part of the work, which will take two years longer to construct than did any other part of the work, *is not yet under contract!* and the 29th of this month is appointed to receive and take up these contracts. This delay has been occasioned by their ridiculous quarrels, and jobbing and scheming; by these means they forced the low bridge into contract. The Legislature knocked this on the head, by requiring the aqueduct to be carried over Harlem river on arches 100 feet high, or else 17 feet under the bed of the river. True, they have limited the term of constructing the bridge to three years, but it cannot possibly be done under *five years from this time!* And this monstrous delay in supplying New York with pure water is owing to the disgraceful jobbing, roguery and ignorance of the locofoco Commissioners. For five years longer the people will have to suffer the want of pure water. All the rest of the work, amounting in value to at least $10,000,000, can be completed in a year; and for four years, therefore, our citizens will have to pay interest on $10,000,000 for a dead property. They have been for four years expending vast sums of money monthly, whilst the most tedious and difficult part has not been begun.

And this is the loofoco system of *locomotive!* God help us! But the Commissioners made a hasty movement in order to get out of this scrape. They have come down upon the contractors and said, "[illegible] Tom, Andrew, Dick and Jim, Harry, Petrus you have got all your work finished in five months, but we won't let you; we have blundered about the bridge, and if you get your work done before the end of 1841, the outside contract time, the discrepancy between your work and the bridge will be so great that we shall be covered and laughed at as incapables for ever after!" One case to point occurs to us:—Mr. Carmichael has one section finished all but 300 feet, and this being in a principal street in Sing Sing village, they are compelled to let him complete it immediately. He has another section which is also finished all but 300 feet; this he could complete in two months, but they will not allow him to finish it before Oct. 1, 1840; and thus his hands are tied up from undertaking any other great work (for which he is so eminently qualified) for a year to come.

In self defence, the contractors came down to New York, held a meeting, drew up a memorial, and presented it to Ald. Tallmadge, remonstrating against the conduct of the Commissioners. Ald. Tallmadge begged the contractors not to ask him to report upon it, but to let the matter lie over till after the fall election, because he said the whigs would seize hold of it, kick up a row, make political capital out of it, and perhaps gain the city by it. "Therefore, gentlemen," says Tallmadge, "let it rest a little while, and I'll talk to Stephen Allen about it, and see what I can do by personal persuasion; he is a very obstinate man, and would rather die almost than give up an opinion, but when he sees it is for the good of the party I have no doubt he'll back out and let you go on and finish the work as fast as you can. At any rate we must not report or let it be known, for it would be a rare handle for the whigs."

And so the remonstrance sleeps in the tomb of the Capulets; meantime the contractors, backed by the country banks, and some monied men, are determined to "take the responsibility" and go on with the work as fast as possible, and set Stephen Allen and Saul Alley at defiance; for they say that after this dreadful blunder, their public career is over for ever.

And so the great game of jobbing, and blundering, and scheming, and roguery goes on. All this delay is a party job, for political purposes. The locofocos in the corporation are making a great noise about economy and retrenchment in the salaries of a few poor devils, and cutting down the pay for the arduous duties of Chief Engineer; saving a few miserable hundreds, and squandering thousands upon thousands without remorse, or a prospect of return. All the corruption and venality is removed from the corporation and placed under the care of the Water Commissioners, who are growing fat upon it. Meantime the public are suffering; the comfort and health of the citizens are curtailed and injured; a multitude is suffering for the stupidity and obstinacy of two or three old women in breeches. Let the contractors, by all means, finish their work as soon as possible; and let $30,000 (a sufficient sum) be appropriated for a temporary bridge to carry the water over as soon as it reaches Harlem river. The pipes are all contracted for, and we have seen many of them already east at Mr. Kemble's at Cold Spring; they were intended for the low bridge, and are to be used on the high bridge; the same pipes will do for the temporary bridge; this could be completed in a year, and would save the interest from being expended on $10,000,000 for dead property for three years, and would answer every purpose whilst the high bridge was being completed properly, and we then could have a stream from the Croton River playing over the cupola of the City Hall, from one of our splendid fire engines, on the 1st day of October next year, whilst peans to the Almighty would be poured forth from the lips of beautiful young girls, who would lave their lovely limbs from the same stream in their chambers, before getting in between their snow white sheets on the evening of the same 1st of October, in the year of our Lord 1840, to whom be all honor and glory for ever and ever, from the hour we get good water to quench the thirst of the whigs, and to wash the filth from the locofocos!

☞ VINCENT NOLTE, the celebrated cotton operator, of New Orleans, has been in town several days, and puts up at the Globe Hotel. His career has been a very extraordinary one. He is a man of some talent—great mercantile imagination—considerable taste—and quite a gentleman in manners. We shall give his biography in a few days, together with an account of the causes that prevented him, last winter, in New Orleans, from making a fortune of *three millions of dollars.* He probably will yet come out worth *half a million.* He does not appear in Wall street. We beg him to go to Doctor Skinner's Church next Sunday with Mr. Wilder. Heaven is open for all, whatever the price of cotton may be.

☞ THE UNIVERSITY COMMENCEMENT took place yesterday in a church somewhere in Mercer street, but where we cannot tell. We spent half an hour in the neighborhood of Prince, endeavoring to discover the church—but could not. Several groceries we entered and asked "where is the church in this street?" No one could tell me. "I suppose," said I, "if I wanted a glass of grog, or an assignation house, you could inform me." They stared and said to one another "don't speak to that man—he's crazy." I suppose I asked a dozen fellows in Mercer street "where is the church here?" but no one knew. Mercer street is a great street, only they want a little more of the schoolmaster there.

☞ A serious accident occurred on the New Jersey Railroad on the 16th inst. It appears that in the morning two Irishmen, both intoxicated, were reeling along the track in quest of work, when they were told to move off or they would be run over. They did not mind what was said, and in attempting to jump upon a dirt car, fell between the cars and directly across the track. Hugh Murphy was run over, which so mangled his leg that he was obliged to undergo immediate amputation. None of those attached to the railroad or water works are to blame.

A RAILROAD FROM PORTLAND TO LAKE CHAMPLAIN is contemplated. Two routes have been examined and surveyed. The northern route passes towns and villages containing a population of 350,-000, and will cost $25,145 per mile, or $4,986,253 for the entire road. The population on the southern route is 420,000, and the road will cost $4,996,728, or $27,320 per mile.

☞ The John W. Richmond and the Neptune now form the opposition line to Providence. They pass Hell-gate. Dont fall in. Room enough for all.

☞ Rice Garland and George R. King, Esqs. were to have fought a duel a short time since near Opelousas, La. We shall see. Garland is a member of Congress.

ADMIRAL BAUDIN has left Pensacola for France with his fleet. The cause of this sudden and unexpected movement is some trouble between the Admiral and Commodore Shubrick, arising from the supposed want of professional courtesy on the part of Admiral Baudin. Commandant McIntosh, of the Yard, exchanged civilities and a national salute with the French squadron, on its departure.

☞ The election in Tennessee takes place two weeks hence. Great lying on both sides.

☞ Alas! for the "Commercial Advertiser"! What miserable twaddle now fills its columns, under the name of "Letters from London"

BAD NEWS FOR THE SPECULATORS.—Splendid crops of corn and cotton from Maine to the Sabine.

☞ The Pulaski Cadets, leave town on Saturday for Haverstraw, on encampment duty for a week

PROFESSOR ESPY WAS at Nantucket on the 13th inst. Wherever he goes a rain storm with thunder and lightning attend him. Van Buren calls forth water spouts and thunder storms.

LEIGH the young man who was wounded a short time since in an affray in Woodville, Miss. died on the 29th ult.

☞ Catskill Mountain House is a cool place in warm weather.