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The New Orleans Daily [illegible]

NEW ORLEANS, THURSDAY MORNING, DECEMBER 15, 1853.

THE DAILY BEE.

Thursday Morning Dec. 15, 1853.

The Northern Mail failed yesterday from beyond Charleston.

REPORT OF THE TREASURY DEPARTMENT.

Mr. GUTHRIE's report is exceedingly long, but is drawn up clearly and carefully. The receipts for the fiscal year ending on the 30th June last, were $61,337,397[illegible], and the expenditures $54,0[illegible]6,816 21. Balance in the Treasury on the 1st July, 1853, $31,945,892 56. The estimated receipts for the fiscal year ending June 30, 1854, are $56,379,079 51, and the estimated expenditures $46,903,753 30. The actual receipts for the first quarter exceed this estimate, and on the 30th September last the balance in the Treasury amounted to $[illegible]8,317,887 78. The estimated expenditures for 1854 are $57,551,593, 16. The public debt on the 1st July, 1853, was $[illegible]2,441,087 27. The amount redeemed during the year ending June 30, 1853, was $6,394,500 13, since which time, and up to the 3d December, the debt has been reduced to $56,336 157 52. The report enters into a detailed explanation of the rates at which portions of the debt were extinguished.

With a view of avoiding a panic from the stringent operation of the Sub-Treasury act, the Department made advances to the mint for the purchase of silver for the new coinage, and to enable the mint to disburse gold and silver promptly and in advance of coinage, for gold bullion. This operation, together with the continued redemption of the public debt, tended to lessen the effect of the accumulation. The condition of the Treasury will justify a further application of $15,000,000 for the purchase of the debt.

The imports of the fiscal year 1853, including specie, were been $267,978,647 and the exports $[illegible]30,492,250. It is calculated that during the remaining three quarters of the current fiscal year, importations will diminish, in consequence of the large stock on hand, and the tightness of the money market, both here and in England.

The report proposes to add numerous articles of luxury to the free list, thereby diminishing the revenue about $6,000,000. For the purpose of further reduction the articles paying duty are classified under two heads—one to pay 100 per cent. duty, and the other 25 per cent duty.—This will reduce the revenue about $4,500,000, and will bring it to about $45,000,000 from Customs.

It is not proposed to change the principle of ad valorem duties, but a specific duty on iron might give greater stability to the business, and more satisfaction to consumers. Salt is to be free of duty, and the fishing bounties are proposed to be abolished.

The tonnage of the United States is now 4,[illegible]407,[illegible] tons, and exceeds that of any preceding year by [illegible]56,000 tons.

The entire coinage of the mint up to October 31st, has been $370,008,192 50—the gold coinage from Jan. 1st to Oct 31st, was $46,998,845 50, and the silver coinage $6,996,825. The increase in the gold and silver coin will enable the country to dispense with banks of issue and their attendant evils." The Director of the Philadelphia mint requires an assistant. An assay resembling German silver might perhaps be beneficially substituted for our copper coinage. The branch mint at San Francisco will be finished and ready for the coinage of $30,000,000 by the 1st February. A suitable place has been leased in New York for the establishment of an assay, melting and assaying office, which will probably go into operation by the 1st March. The purchase of the lot and buildings is recommended to Congress.

Additional duties levied upon articles fraudulently entered below the appraised value had been ordered by the Secretary a predecessor to be distributed between the Collector, Naval Officer and Surveyor of New York. The order was revoked by Mr GUTHRIE in the belief that such addition as duties are public revenue. The order was illegal unsettled, and as the custom has prevailed among the officers of the customs, and has added materially to their emoluments, it is deemed advisable for Congress to apply the proper remedy.

Secret inspectors of the customs are deemed unnecessary and have been discontinued.

A large number of officers of the revenue cutter service have been dismissed as supernumerary.

The transfer of public moneys has been charged from depositing in the hands of agents, to the sale of treasury drafts at the points where the money is needed for disbursement—the plan being deemed safer, speedier and more economical. The deposit of the public funds in banks is considered in contravention to the law.

Heretofore the Collectors of customs have rendered their accounts quarterly—this has been productive of inconvenience and delay, and the system has been changed, so as to require monthly accounts. The amount unsettled on the books of the Department, in the month of March, 1853, was $102,091,549 39. (We presume this enormous sum embraces official peculation, defalcation and swartwording, though the Secretary says nothing of these delinquencies. The item of uncollected claims reaches the sum of $21,947,316 89. District Attorneys should be allowed a compensation for the collection of these debts, and authority to compound for them, when the parties are unable to pay in full.

The report embraces a detailed review of the duties and operations of the Auditors' offices, and proposes various changes and reforms, as well as increased compensation to many of the clerks. The attention of Congress is called to the fact that here is no limitation to the prosecution of claims against the United States, though they may have been disallowed in whole or in part. Time, labor and expense are fruitless y employed in the frequent re-examination of such claims. A law of restriction is needed.

The coast survey has made good progress during the year, both on our Eastern and Western coasts. One hundred and forty three maps and charts have been issued. The necessity of publishing the numerous observations of the survey is urged upon Congress.

There are now in operation 347 light-houses, 22 are in the course of construction and 46 more will be erected, but not yet commenced. Twenty-three custom-houses belonging to the Government are now in use. Fifteen are under construction. A scientific and practical engineer, Capt. A H. Bowman, has been placed in charge of the construction of those buildings. The work at the New Orleans custom-house is going forward, and the foundation of the cupola-room at Charleston has been laid. The work on the custom-house at San Francisco has been suspended in consequence of a disputed title to the ground on which it is to be erected. The marine hospitals, with adequate provision for sick and disabled seamen, are recommended to the favorable consideration of Congress.

The act of Congress to provide for the better security of passengers on board of vessels propelled by steam, has received proper attention in its operation thus far has been highly favorable. The Inspectors that should participate in its benefits, and it is recommended that the act should be so modified as to provide for a new supervising district.

The Louisville and Portland canal will shortly become the exclusive property of the United States. An appropriate act is needed to provide for the superintendence of the Canal.

Attention is called to the $5,000,000,000 balance of the $10,000,000 agreed to be given to Texas. The late Administration decided that all the stock of Texas mentioned in the proviso to the boundary bill, must first be released to the United States before the stock could be issued. That decision has remained undisturbed, and the creditors of Texas consequently remain unpaid, although many are willing to file their stock and release all claim on the United States. The United States, with abundant means to pay, caused do so, and will besides, be subject to claims for interest.

The remainder of the report embraces nothing of special moment.

THE BEGINNING.

The defeat of Gen. ARMSTRONG for Printer of the U. S Senate, and the election of Senator TUCKER, than whom a more uncompromising and steadfast National Democrat does not exist, are signs that the New York quarrel has exhausted its influence far beyond the limits of that State, and has practically affected the Administration party in Congress. Will the Cabinet hold on, after the terrible denouncement of want of confidence? Of course they will. If each antipodes as the easy principled CUSHING, the fire-eating DAVIS, the Union Democrat GUTHRIE, and the Freesoilers, CAMPBELL and MCCLELLAND, have thus far coalesced and stuck together, there is no moral power in the people to shame them into resignation President PIERCE could dismiss them, but he is just obstinate enough to be perfectly intractable on this point. Let him, however, continue to resist, and where will Democracy be a year hence?

Auction Sale of Shirts and Dry Goods.—The particular attention of Buyers is called to the sale of 500 dozen assorted shirts, and 125 packages and lots of desireable Dry Goods, to take place THIS DAY, 15th instant, at 12 o'clock, at H. Peydenal & Co's Auction Room, No. 28 Old Levee, between Bienville and Customhouse streets.

For particulars and terms, which are liberal, see advertisement.

☞ The attention of purchasers is called to the sale at auction this day by R. B. Sykes, Auctioneer, at Messrs. Longis & Gordon's store No 28 Camp street, of 107 packages French Brandy, 1200 packages wines—Port, sherry, Madeira, sweet and dry Muscat, 300 pockages Claret wines and sundry other articles for whole pave and of direct importation entitled to debenture.

Sale will commence at 9 o'clock by catalogue.

MR. GAYARRE'S PAMPHLET.

The position and standing of the author of this publication—his life-long connection with the Democratic party, and his well known firmness, honesty and manliness, impart more than ordinary interest to his views of the stupendous frauds perpetrated at the late State election in New Orleans. Mr. GAYARRE was at the time an independent candidate for Congress in the Second District, and his object in this exposition is incidentally to prove that he was duly elected by a majority of the legal votes polled, and principally and particularly to point out the gross and horrible abuses of the elective franchise which rendered it impossible to get the vessel under way in the position she then lay, and Capt. Rodolph, directing his attention to her accurately, brought all her chains and anchors into requisition, but the gale continuing to increase, one chain after another parted and she was driven ashore on Folly Island Breakers, on Thursday night, and the masts shortly afterwards going by the board, and the vessel leaking very badly, it was deemed best to abandon her, that being the only choice for saving the lives of all on board. Accordingly, Capt Rudolph, Thomas Gannon, of Boston, Quartermaster, four men and two boys, took one life boat, which getting speedily among the breakers, was capsized, and every soul in her drowned, with the exception of one of the men named Jas. Hagan, who had taken the precaution, which the others had neglected, of lashing himself to the boat, and was picked up at an east North Edisto yesterday, by the steamer Calhoun, Capt. Barden, from Savannah, and brought to this port.

The other life boat, of which no information has as yet been ascertained, although from the severity of the weather, but very slight hopes are entertained of her safety, contained Cadillac Samuboe, one of General Scarlos M. Snoddore, of N. C.; 1st Lieut., R. C. Hine, 3d Artil., there being no 2d Lieut. attached, and the remainder of the crew, which probably consisted of the Carpenter and four men.

As far as we can learn, among those on board, in addition to the officers already mentioned, were John Mahony, Boatswain; George Carter, Carpenter, of New England; James Sullivan, Master-at-Arms; and John Johnson, George Brown, Timothy Hurley, and Joseph Bowser, colored.

Captain Thomas E. Rudolph, the Commander of the Hamilton, was a native of St. Mary's, Georgia, and, we believe, one of the oldest, if not the oldest, officer in the Revenue Service. He has been known in this city, where his family now reside, for many years, and by his affability of manner, and high toned feeling on every occasion, endeared himself to a large circle of acquaintances, who deeply regret the sudden and melancholy fate that has befallen him. In his profession, also, he was universally esteemed, and in his death the service has sustained the loss of a gallant, conscientious, and highly efficient officer.

Messrs Saunders and Hine were likewise young officers of great promise, and it is to be hoped that the fears as to their safety and those under their command, may prove groundless.

We deeply sympathize, in common with our whole community, on whom the melancholy intelligence has cast a deep gloom, with the relatives and friends of those who have met such a sudden and unexpected end.

☞ The sale of Real Estate belonging to the succession of Levi H. Gale, Esq., which was to take place on the 17th inst., has been postponed to the 14th of January, 1854, when the property will be sold by order of Court, for cash, by J. A. Sourd & May, Auctioneers.

SUGAR HOUSE BURNT.—On Thursday last the sugar house of Mr. Cyprian Lanoe Fonsecat, near Pint Town, in the Parish of St. Landry, was destroyed by fire with 120 hogsheads of sugar and all the molasses. We are informed that neither the sugar house nor the sugar and molasses were insured, and that the loss is very great. The fire was bet the cause of an accident.

☞ The Baltimore American compares and contrasts the following extracts from the Washington Union, the organ of the present Administration, however much it may modestly disavow that vocation:

In July last the Union said:

"We are satisfied that Congress has exactly the same power to appropriate the public revenue towards the construction of a Railroad to the Pacific, that it has to build fortifications to protect our Pacific territory." "In other words, the construction of the Railroad is necessary for our defence in this mode is as clear and certain as it is to provide for the erection of fortifications to protect the city of San Francisco."

A few days ago, the same Union said;

"*Internal Improvements—Rivers and Harbors—The Power of Congress*.—Under this heading, in a recent article, we sought to show that the power of Congress over these subjects was *limited by the commercial clause of the Constitution to the navy and commerce*; and that the national government had no authority to create avenues for trade in or through the several States."

The American says, pithily, By way of comment:

"Not only does the appellation of a Democrat allow those who adopt it all the exclusiveness of the aristocrat, all the loose and consolidated power attributed to the Federalists, but it even allows the privilege of taking either or both sides of the same question without exposing their faith to doubt, or their consistency to comment."

River Intelligence.

We take the following from the St. Louis *Republican* of the 7th:

NAVIGATION—THE RIVERS, FRESHETS, &c.—The river opposite this city is falling quite rapidly at present than at any time lately. During the past three days it has receded right to ten inches. In the past twenty four hours, ending at dark last evening, it has fallen four to five inches. The channel to Cairo has now but a depth of five feet. The Illinois contrary to the expectations of the most experienced river men is again going down rapidly. We had every reason to expect a rise of some importance in that river from the 15 inches of backwater that has fallen recently. There was a rise at La salle during the early part of last week which gave the river there the channel depth of four and a half feet, and three and a half to four on the bars on the lower part of the river, but the water has again fallen as fast as it came up, having it at present in bet little better condition for navigation than it was before the rise took place. The last boats to come in from La salle report the weather along the river to be very cold, and ice floating as low down as Peru and Hennepin in large quantities. The season has now so far advanced that another rise need not be expected, and the river will, without doubt soon close up for the winter.

Navigation on the Upper Mississippi has nearly come to a close. The water is falling rapidly from Galena down, with but twenty-four inches on the lower rapids. There are several boats engaged in the trade between here and Keokuk, all of which appear to be doing a good business. The Keokuk packet line continues in operation, and have for some time past been running as regularly as at any season of the year. Navigation above the rapids may be considered as closed for the winter. The river is open as yet to Galena—but the low stages of the water on the rapids will not admit of steamboats crossing them if they were disposed to do so. Nearly all the Upper Mississippi boats are taking Galena freight, but are allowed the privilege of storing it when cold weather or low water stops their progress. There is no probability that a boat will leave this city with the expectation of going above the rapids again this season.

The Missouri boats have nearly all laid up for the winter. There are at present three or four up there and will come down during this week, but it is more than probable that none of them will return. The last boats down brought but little freight and had a great deal of trouble on the trip. The water is low and falling with three feet in the channel to Kansville and Glasgow, (very few boats have gone above those points lately.) There was one boat in port yesterday for the Missouri, (the San Cloud.) She is taking freight and passengers, and will, no doubt, get up safe, as she is new and strong, and runs well.

The Ohio river is in excellent navigable stage. The largest class boats are now running from Louisville to New Orleans, and are carry ing full loads each way.

The Cumberland and Tennessee rivers are low and navigable only for small sized boats.

CAPT. LAMOTH'S PRAY BOY.—We stated a few days since that Capt Lamothe, of the Alton, had constructed with Mr. F. Emerson, of this city, for the building of a new steamboat for the New Orleans trade, and at that time gave her dimensions, &c. We also stated that the new boat would have the boilers and machinery of the old steamer St. Peter, recently purchased by him. Capt. Lamothe has since informed us that the old machinery will not be used in the new boat as at first intended. The boat now building by Mr. Emerson for Capt. LAmothe, will be a new boat out and out. She will have every thing those her entirely new, and of the best material and workmanship. She will not have a neat, plain cabin either, as was stated at first, but will have one superior in richness and beauty to any now afloat on the waters of the west. She will be built in the most modern style of steamboat architecture, and will surpass in finish, and design, the finest boats built on the Ohio river. Every thing about her, from the keel to the chimney tops, will be furnished by St. Louis manufacturers. How many boilers she will have is not yet known, but she will be supplied with sufficient power to send her through the water at a rate of speed unheard of heretofore on the Ohio or Mississippi rivers. When this new boat makes her appearance, such common "tubs" as the Eclipse and A. L. Shotwell, boats of Ohio river construction, will be no where.

STEAMER St. PAUL.—This steamer has recently undergone thorough and complete repairs. Captain Lambert, since he has purchased her, has expended a large amount of money in having her repainted in a superior manner. She is now in excellent trim, ready for carrying freight, and will be put up next a few days, or as soon as the Alonzo is ready to start. She will be in command of Capt. Swan here and Allen.

In a note of this boat above a week since, we stated that after the winter Captain Lambert would run her in the trade between this city and New Orleans, but in that we were mistaken. She will run during the winter in the Illinois river, where she will be placed in the Illinois river, where she will be placed in the Illinois river, where she will be placed