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The New Orleans Bee.

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NEW ORLEANS, WEDNESDAY MORNING, OCTOBER 18, 1854.

{Vol. XV.—NEW SERIES.
{Vol. XVIII.—Whole No. 7379.

THE DAILY BEE.

Wednesday Morning, Oct. 18th, 1854.

☞ *For Steamboat Departures, see French side.*

☞ The Northern Mail came through yesterday, our Baltimore exchanges alone having failed.

FURTHER SPLITTING.

There are, says the *National Intelligencer*, indications of a split in the Whig party of New York somewhat similar to that which divided the democracy. It appears probable that the Hunkers, headed by Messrs. H. CLARK will not receive the support of the whole Whig party. Several Whig papers refuse to sustain him, such as the Buffalo *Commercial Advertiser*, the Troy Whig, the New York *Courier and Enquirer*, the *Commercial*, &c. All this may result in driving many of the Conservative Whigs into the support of the Bronson ticket, and leave them in an apparent attitude of favor to the Nebraska bill. There is, in truth, something of a predicament here. If they vote with the Anti-Nebraska men, they will bring them a weakness and vitality dangerous to the future peace of the country. If they vote with the Hunkers, they may seem to yield the point as to Nebraska and the useless repeal of the Missouri compromise. The success of the Bronson party however, will be any thing but an Administration victory. But the peace of the country and the integrity of the Union are considerations above any temporary party triumph. There is yet time enough for a union of all the Whigs conservative elements.

THE WEATHER AND BUSINESS.

The weather is bright and beautiful. The unnatural and oppressive heat of the last few days has been succeeded by a cool and bracing temperature that is eminently seasonable and particularly agreeable. Autumn may be said to have fairly commenced, to the unabated satisfaction of every body, and to the extreme pleasure of clerkers and big guide merchants, who have exhausted their stock of summer habiliments, and being abundantly provided with materials of warmer texture, had been for some weeks contemplating the summer heat with unfeigned dismay, and looking with genuine sorrow at their loaded shelves. Let them take courage from the present weather. If all indications are not false, the light and cool apparel worn by our citizens hitherto will soon have to be doffed, and a brisk demand will follow for broadcloths and cassimes.

An early fall season is almost an unfailing prognostic of business. The health of our city, we think, has been the chief obstacle to the return of business, is rapidly resuming its wonted aspect. The fever, which was already on a steady decline, will be hastened in its departure by the cool weather. In less than two weeks, if the present temperature prevails, we shall undoubtedly be enabled to record the disappearance of disease. Meanwhile, runaways are coming back in crowds, and every day the stream of our population is as thin by new accessions—fresh ones pouring in upon us. A walk upon the levees will furnish a spectacle of business and bustle to the wayfarer such as has not greeted his eyes since June. Boxes, bales, hogsheads, barrels, hampers and hogsheads strewed that broad and spacious thoroughfare, drays rattle thundering by in all directions; steamboats are up to the eyes in work, ships and steamers are discharging and taking on cargo with unusual haste. In short the manifold issues, the unceasing hum, the retinue of vehicles, the confusion, and all the incidents and accidents of a vast commercial city at the reopening of business may be witnessed on our levees in absolute perfection.

The compensation of the stupendous commotion, after only into five or six months, during which the sum counted consider it positively safe to remain in New Orleans, necessarily creates a degree of animation, and an amount of business which to the eye of a stranger would seem almost marvelous. During the last few days, things are done in hurry, for time is money to the thousands who have wood lessons to unlearn. Haste however is not combined to habit and necessity make our merchants keen calculators of time. They know its value to a fraction, and put it to the best profit by using without abusing the flying hours. A New Orleans business man soon learns to be methodical and prompt in business, or he is undoubtedly ruined. Haste however is not combined to habit and necessity make our merchants keen calculators of time. They know its value to a fraction, and put it to the best profit by using without abusing the flying hours. A New Orleans business man soon learns to be methodical and prompt in business, or he is undoubtedly ruined. He knows precisely what he is about and though he toils through the day, and sometimes far into the night, with zealous despatch his affairs are conducted with a regularity and precision that enable him invariably to be thoroughly posted up. As with the people so with the city. Haste is waste.

The prospects of a heavy business season were never better. To use a cant, but expressive term, the season opens rich. So much so that the cotton crop this has had grievous drawbacks combined with the two last years—the unusual heat and the extended mortality, yet it is worthy of note that the cotton crop is more than usual. That of the past summer, though less valued, by keeping up speculation in anticipating the early return of the yellow, has caused the resumption of business not only we trust to bring it back with the vigor and activity of old.

PENNSYLVANIA ELECTION.—As far as we can gather from the papers, those candidates on the State ticket who were supported by the Know Nothings have succeeded. Thus Pollock (Whig) for Governor has a majority of many thousands, while Mr. Bigler Canal Commissioner, and Mr. Black Judge of the Supreme Court, both of whom were on the *Democratic* ticket, are likewise elected by large majorities. The Democrats it seems only abused Whig Know Nothings, but were very happy to receive the votes of those of their own party who were involved in the Nebraska controversy. Messrs. Black and Moir were at the same time nominees of the Democrats and Know Nothings—the consummate ne plus ultra of the Nebraska.

MANSION FIRE INSURANCE COMPANY.—It is seen by reference to the announcement in our columns that Mr. W. ARLING, 33 Carondelet street, is the Agent in the city of the London Mansion Insurance Company. This association has a subscribed capital and surplus fund of $2,000,000, with a special fund of $150,000 held by the New York Trustees to meet losses. The Trustees are composed of such solid men as Messrs. Aspinwall, Curtis and Sherman, and the affairs of the Company are managed by an efficient and experienced Board of Directors.

A HORSE THAUSER was perpetrated in the vicinity of Greenville, N. Y., on the 6th instant—the David C. Davis, who had been on bad terms with his wife, went to see her and her relations, at the house of Mr. Gilmore—the wife's brother. He met a Mr. Basil Hotchkiss, sent a brother-in-law, they left Gilmore's in company—Davis drew a pistol and killed Hotchkiss in the yard, then passed hastily to the house of Hotchkiss, about 100 rods, and shot twice at Mrs. H., but missed her. He then shot his wife in the same room, passed out into the back yard, and shot himself. The three are dead.

☞ THE Whigs of New York city have nominated John Heenick as their candidate for Mayor. The *Tribune* likes the nomination—The *Times* & *Enquirer* don't.

☞ The New York Know Nothings are much distracted in consequence of the recent State ticket nominated by their State Council. A correspondent in the letter of the recent Council publishes in the New York daily Times a long communication, in which he demonstrates that the ticket was nominated by the influence of a clique of New Hampshire Democrats of the Silver Grey stripe. He says that had all the Councils in the State been fully represented, there would have been present 1,000 delegates, but as it was, 355 were counted, and of these only 142 took part in the selection of a candidate for Governor, the number receiving only two votes. The rest of the delegates present were opposed to making any nominations, but being the President arbitrarily ruling against them, they withdrew from the meeting and proceeded to organize another Grand Council, the legality of which, he maintains, will be superseded by a third fourth of the subordinate Councils. He gives the number of enrolled members in the State—600 but thinks there are not more than 300 actual members, of whom one-fifth are Hard Shell Democrats, one-fifth Soft Shell Democrats, two-fifths Silver Grey Whigs, and one-fifth Seward Whigs. The ticket he heads by Gilman, he thinks, will poll about 25,000 votes.

☞ The Attakapas *Gazette* says:

From printed handbills posted up in our town, we see that the yellow fever has actually broken out in the town of Washington. Parties of St. Landry, and that the Town Council of the town of Opelousas has established a quarantine upon every thing coming from Washington, or any other infected place.

St. Martinville is still blessed with very good health, and quite recently the health officer of that place has ordered a quarantine against Washington.

MURDER OF TWO PERSONS AND SUICIDE OF THE MURDERER.—A terrible tragedy occurred in the village of Greene, Chenango county, New York, on the 5th instant. It appears that a retired California, named David D. Davis had a misunderstanding with his wife, which led to a separation. Davis met his brother in-law H. B. Hotchkiss, with whom his wife resided, and after a short conversation they parted. Davis drew a revolver and shot his relative in the back, killing him instantly. He then proceeded in search of his wife, shot her dead, and she expired in a short time after. As a fitting climax to this scene of horror, the wretched man turned the weapon upon his own breast and slew himself. Mr. Hotchkiss was one of the most estimable men in the country, and his wife, as well as Mrs. Davis, were highly exemplary ladies. There is no doubt, it is said, but that the murder was coolly and deliberately planned. Davis had his bowie knife hanging about his waist, and the pistol, by which one charge still remained, had the appearance of being recently cleansed and loaded. All the parties were about forty years of age.

LOSS OF THE ARCTIC.

FURTHER DETAILS.

Being aware of the intense interest felt by the community in everything relating to the loss of the *Arctic*, we publish from the N. Y. *Herald* the annexed statement of particulars furnished by Mr. BURNS, the Express messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster. To this account we append the statement of Mr. BALHAM, the 3d officer of the *Arctic*, which we find telegraphically reported to the Nashville *Banner*. It must be borne in mind that many of the details in both these narratives, respecting the loss of life, have been contradicted by subsequent reports:

STATEMENT OF MR. BURNS.

The steamship Arctic, with 226 passengers, exclusive of children, 175 employes, a valuable cargo, and heavy mails, is lost. Of the more than four hundred souls who left Liverpool on the 20th ult. full of hope, safety and health, many returning from an European tour of pleasure, only thirty-one are known to have been saved, and certainly not more than one hundred can, by any possibility, have escaped a watery grave.

In addition to all this, another large steamer, freighted with hundreds of human beings, has in all probability, met a like fate. The details of the horrible disaster are as follows:

On Wednesday, September 27, precisely at 12 o'clock M., in a dense fog, we came in contact with a bark-rigged iron propeller, with black hull, salmon colored bottom, lead colored pipe and boats, and black yards. She was bound eastward, and had all sails set, with a strong fair wind. The speed of the Arctic at the time was about thirteen knots an hour—The shock to us appeared slight, but the damage to the other vessel was frightful. Capt. Luce immediately ordered the quarter boats cleared away, and chief mate, boatswain and three sailors went to her relief; before other boats left, the order was countermanded. The Arctic then described a circle twice round the wreck, during which time I caught a glimpse of more than two hundred people clustered on her hurricane deck.

At this juncture it was first ascertained that we had sustained injury, and the water was pouring in at our bows. When the first officer came alongside to report, the captain was unable to take him up, but headed N. N. W. in the hope of making land. Our position on the previous day at 12 o'clock, was latitude 46 38, longitude 45 27. We had run about three hundred and ten miles from the time of this observation until the moment of collision, and were supposed to be forty miles from Cape Race. The pumps were vigorously worked, and an anchor cast to throw overboard, but, in spite of all exertion, the engine stopped and the water extinguished the fires. Four of the five life boats, believed to have been well provisioned, containing the engineers, sailors, a few passengers, and all the officers, except the captain and third mate, left the ship at an early stage. The majority of the passengers were working at the pumps—some firing the signal guns, and others launching spars, under the direction of Captain Luce, and Mr. Dorlan, the third mate, to form a raft.

In order to facilitate this latter work the sixth and last boat was lowered. Dorlan, one or two firemen, three of the other passengers saved, and myself were busily engaged lashing water casks and settees to the main yard, two topgallant yards, and several smaller spars—the Captain with a number of gentlemen, protecting the work by keeping back the crowd—when a panic seized all on board, a rush was made, passengers and firemen precipitated themselves headlong over the bulwarks on to the raft, and in a moment our little boat was full, and in imminent danger of being sunk—In this emergency, Dorlan ordered the rope which held the steamer to be cut, and with our hands and axes we paddled from the raft's side. The mate, who throughout preserved great presence of mind, and labored with unremitting zeal, cried out "For God's sake, Captain, clear the raft, or that we can work, I won't desert the ship while there's a timber above water!"

But the sea was now flush with the dead lights. In less than three minutes from the time he spoke the raft was alongside, the foam went boiling over the tumbling heap of human beings—many were dashed forward against the pipe. I heard one wild yell, still ringing in my ears, and saw the Arctic and the struggling mass rapidly engulfed. Numbers yet clung to the imperfectly constructed raft, but, alas, we could render them no aid. Our own situation was useless precarious, and, cruel as it seemed, we were forced to abandon them to fate. He even forbid that I should ever witness such an appalling sight. We then picked up two more men, and then, with an overloaded boat, without oars, thole pins, food or drink, avoiding with difficulty the fragments of the wreck, and pass many dead females, prepared for a night upon the ocean. We secured a floating pump to aid us, and have to guard against imminent attention, caused a spar to fall from the bow of our boat to keep her head to the wind and sea, and thus drifted until daylight, the night was cold and foggy, with rain at times. And, in a word, drenched and half naked condition, we suffered terribly.

Without dwelling upon our miseries, alleviated much by the consciousness that we had endeavored to do our duty to our fellow-men, suffice it to say that at five o'clock on the afternoon of the 28th we espied a sail, and raised a handkerchief to attract attention. We were successful. With the rude substitute for oars which we had constructed during the day by lashing planks to capstan bars, with a view of attempting to gain land when the sea subsided, we pulled towards the ship. On our way we passed the remnant of the raft, with one man on it apparently alive.

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By Telegraph!

Transmitted to the New Orleans Bee.

[By the National Line.]

FURTHER BY THE EUROPA.

THE CRIMEA EXPEDITION.

Later from the Baltic.

NEW YORK, October 12.—It was stated in the Paris Bourse on Friday, the day before the Europa left Liverpool, that an engagement had actually taken place on the Crimea between the Allies and the Russians, resulting in the retreat of the latter with considerable loss. It was generally believed, however, that this engagement, if any actually took place, was between small parties.

It was stated that owing to some unfortunate delay, the Allies had been prevented from marching upon Simpheropol with the main body of the army, which consisted of 45,000 men. A Russian force of 30,000 men were posted in the river Alma, and the main body of the Allies were on a small river which runs parallel with the Alma.

The commanders of the expedition still expected to be in a position to commence the attack upon Sebastopol on the 25th of September.

The Russian Fleet at Sebastopol.

The French news at Napoleon had run closely into the harbor of Sebastopol, and reconnoitered the Russian fleet lying there.

The report of the engagement referred to, stated that the battle was commenced by the French, who were soon after joined by the English.

Advices of a more reliable character have been received from Constantinople. These state that official despatches from the allied army had been communicated to the ambassadors at the Turkish Court, embracing dates to the 16th of September, with the intelligence that the allies had intended the next day to attack an entrenched force of one thousand Russians, which obstructed the line of march, but during the night the camp of the enemy was raised, and the force retired to the town.

The Baltic.

Notwithstanding the withdrawal of the French fleet from the Baltic, it is stated that an attack will certainly be made upon Revel by the Allies.

The Turkish Army.

Omer Pacha at the latest dates was making extensive preparations to march into Bessarabia, and cross over the Steps of Israel, which was held by a strong Russian force and was well fortified.

Russian fleet in the Baltic.

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MOBILE COTTON MARKET.

MOBILE, Oct. 17.—There was an improved demand in the Cotton market since yesterday, and the sales embrace 1,500 bales, at prices as quoted in our table of sales given in this paper. Prices are without any material change, but closed with firmness.

COMMON COUNCIL.

BOARD OF ALDERMEN.

The Board of Aldermen met last evening—All in the chair.

The reading of the minutes of the last meeting, on motion of Mr. Gibson, were dispensed with.

A message was received from the Mayor relative to Mr. McDonough's estate, and also relative to the operation of the Fire Department in the office in question, on which an election comes off on Thursday.

The resolutions dispensed with, Ald. Schmidt, first, a resolution, resolving that Mr. William Mc-Donough be appointed a member of the 16th Ward, in place of Mr. Gibson, resigned, and Mr. Gibson appointed Recorder of the 1st District, the declared duplicate period.

The resolution was then adopted, on a motion to refer it to the Judiciary Committee, it was lost, 4 yeas, 5 nays, 1 not voting.

The resolution was then adopted by a vote of 5 to 4, yea against the nay the casting vote.

A petition was presented by Mr. Gibson, in relation to the Assistant Board, which was adopted, 5 to 4.

A petition was then filed from Louis Francois Dalcin, owner of the property on Tchoupitoulas, asking to purchase certain city property adjoining his own. The resolution was referred to the Finance Committee.

A petition asking the use of Congo Square for a display of a Bronze statue of Henry Clay, to be for the benefit of the Christian Brothers' Association, was allowed.

A petition of Joseph Shawle, contractor for the finishing of crescent gutters for the Third District, for a further extension of time, was referred to the streets and Lessings Committee.

A petition from the lessee of Claiborne Street Market, for a reduction of rent, on account of damages, was referred to Streets and Landings Committee.

The bill of the Louisiana State Republican newspaper, amounting to $115, was referred to the Finance Committee.

A message was received from the Assistant Board of Aldermen, informing the upper Board that they have adopted the resolution of the lower Board, in relation to the Fire Department, and the Mayor's message, in relation to the Fire Department, and the Mayor's message, in relation to the Fire Department, and the Mayor's message