THE DAILY BEE, PUBLISHED BY G. F. WESSON & CO.
Editors and Proprietors
G. F. WESSON, E. DUTANGER, E. PARKS.
DAILY PAPER, (one year in advance,) $10 00
COUNTRY PAPER, (one year in advance,) $5 00
A liberal discount to those who may see good to use the office, in writing, before for our publication to continue.

THE DAILY BEE.

NEW ORLEANS, FRIDAY MORNING, NOVEMBER 25, 1853.

THE DAILY BEE.

Friday Morning, Nov. 25, 1853.

☞ The Northern Mail failed yesterday from beyond Charleston.

THE TWO RAILROADS.

In proportion as the business season advances,—the season of activity and enterprise, when our population is swollen by new arrivals when capital abounds in our midst, when schemes of public good and projects of improvement find willing listeners, and when all who have at heart the steady progress of our city are disposed to contribute a reasonable share towards its achievement, the press very naturally seeks occasion to urge the claims of our great railroad undertakings to the fostering support of the community. We are glad to perceive that the subject has attracted a lot of the interest attached to it, and we trust that the appeals made to the public by the friends of internal improvements will result in speedy and substantial good.

A day or two ago we gave a brief account of a trip along the completed portion of the Opelousas Railroad. We stated that 17 miles of the route had been built, and that the entire route as far as the Lake des Allemands, distant 30 miles from our city, was being rapidly closed, so that in a short time, the track from the Depot at Algiers to that Lake would present an uninterrupted line of road. Considering the manifold obstacles which have impeded the progression of the work, and especially the want of hands during the sickly months of the past summer, this is a cheering evidence of persevering enterprise. There can be no earthly doubt that the road will be completed from New Orleans to Opelousas within eighteen months—the Company has made its arrangements for this purpose—funds are not lacking—a spirit of emulation animates the Directors, and unless the work be again retarded by unforeseen events, before the lapse of two years, the rich, fertile and splendid country traversed by the road will be open to constant and rapid communication.

Of the benefits that will accrue to New Orleans from the completion of the Opelousas route, as far as its termini in Louisiana, it is almost superfluous to speak. The statistical data heretofore given to the public attest the value and importance of this great highway to the Western section of our State. Its construction will redeem millions of acres of waste land from unprofitable sterility, bring them into market, secure their cultivation, create early and unbroken communication with our distant interior, enable the agricultural population to dispose of their superfluities, and establish in New Orleans a thriving, lucrative trade that now may be hardly said to exist, in consequence of the excessive difficulty and intolerable delay in the transportation of articles of commerce during at least one half of the year. Why, the state trade alone, to leave out of view the staple cotton, corn and fruit, will accrue to New Orleans at all seasons as abundant supply of live stock—not of half starved and exhausted animals, overdriven and worn to skeletons, or lean and unsaleable from protracted confinement and exhaustion—but of fat bullocks fresh and sleek, meat flavored with the nutritious and sweet pasturage of our Western prairie lands, not even Kentucky rears finer specimens of live cattle than are to be met with in the clover covered fields and grassy plains of Opelousas. The transportation of oxen, sheep, poultry and live stock of all kinds will be speedy and cheap, and as a necessary result, our citizens will be gainers in one of the principal departments of domestic economy. The moment we cease to be utterly dependent on the capricious humors of the Mississippi—a river, which however majestic and beautiful, is subject to the enormous disadvantage of being frozen one half the year and dry the other half—we may proclaim our heads and laugh rivalry to scorn.

We say nothing of the ultimate progress of the Opelousas Railroad—of its certain extension to Texas, where when once it reaches, the liberal enterprise of our sister State will carry it from the Eastern to the Western boundary—to know no pause nor break, until it strikes El Paso, and commences its destined course to the broad Pacific. This is a question solely of time, but we care not to discuss it now, as the most immediate and local benefits that must arise from the construction of the road within our State are sufficient to engage our attention.

While the Opelousas road promises so soon to fulfil the sanguine anticipation of its friends the Managers of the Jackson and Great West-ern Railroad have not been idle, but are making strenuous efforts to bring the road into early practical operation. Four fifths of the route from New Orleans to Nashville—a distance of nearly 600 miles—is under contract. The road would even now be complete as far as the State line, but for the same embarrassments to which we referred in speaking of the Opelousas road. Still the portion of the route is in a condition of great forwardness and we are assured that in a few months, it will be entirely finished. Our cotemporary of the *Crescent* has been at the pains of making particular enquiry into the progress of the road beyond the State line, and states that it will be carried as far as Canton, Miss., a distance of 206 miles in the course of the coming year. It says further:

From Aberdeen, South, fifty miles are under contract, to be graded as fast as the stock is paid in, and the two remaining divisions will be put under contract as soon as possible, so that the whole road will shortly be progressing. An agent has been employed to solicit subscriptions, and to secure the right of way. These subscriptions will be employed in grading the road along the line where subscribed, and the whole line being put under contract, every dollar subscribed will be fast as paid in. The completion of the road a distance of one hundred miles, which will be in a few months, will enable the company to draw the loan of three millions secured by Messrs. Robb and Sidell, and with this amount on hand the work will be expected to go on with a rapidity unsurpassed in the history of railroad enterprise. On the payment of the loan into the hands of the company, the amount of their available funds will be $7,876,125. With such means, there can be no impediment in the way of bringing the work towards an early completion.

If the Opelousas road will open to us a new city, peopling sparsely settled neighborhoods, and a new commerce that now absolutely has no existence, the Jackson Railroad will establish natural channels of trade, bring us into swift communication with the central States of the Mississippi valley, and make New Orleans the direct depot for the teeming produce of the West. It will ever more thoroughly than the Opelousas road, render us independent of the Mississippi, river, and enable us to procure our coal, fuel wood, our flour, corn, pork and other articles of commerce at all seasons, and at prices within the reach of the humbler classes. We state these facts as the results of mere sagacity, as they will not be subjected to the extortion of high prices from limited supplies, on extravagant rates of freight. Just think, at this moment, if the Northern road were in full operation, how much would be saved on the consumption of every barrel of coal, of every cord of wood, of every barrel of flour. Let the citizens calculate the amount of tax they pay for their past supineness and inaction, and they will find even in the plain suggestions of pecuniary interest, powerful motives for the encouragement and speedy completion of railroad projects.

The Madrid *News* of the 20th ult., speaking of the mission of Mr. Soule, remarks:

"It appears that Mr. Soule has declared, in a manner the most explicit, that his mission was completely foreign to any project against the Island of Cuba."

The Mr. Soule might have truthfully said, without the slightest departure from the truth, at least according to his conscience—for, we presume that his views have not yet supplanted those of Cuba are not considered, by the Spanish, any project against the Island of Cuba, whether to the advancement of his interests or welfare.

What Mr. Soule contemplates is extremely difficult to guess. In his celebrated Ostend speech delivered last winter in the U. S. Senate, he took ground alike against the administration and the purchase of Cuba. In what other way the liberation of the Antilles is to be transferred to the United States might puzzle the keenest sagacity, were the question worth the trouble of present consideration. But as we feel tolerably sure that Mr. Soule will fall utterly and hopelessly in any negociation of a friendly character for the possession of Cuba, it may be well to postpone conjectures until a more propitious period arrives for the consummation of the grand object of the aspirations of Young America.

AMORY HALL.—Mr. [illegible] comic singers, taking [illegible] at Peel, the Prince of [illegible] Amory Hall, on [illegible] this benefit night, as Amory Hall, on [illegible] which occasion the programme will be [illegible] entirely changed, presenting a great variety of [illegible] novelties—such as "Hop Light Lou," [illegible] the "Bachelor Knocklings," Hungarian Rhapsodies, &c. Matt deserves and will no doubt, receive a bumper.

NEW YORK ELECTION.—The *Albany Argus* gives a list of the members of the new Legislature, of which the following is a numerical summary:—*Senate*—Whigs 20, National Democrats 10, one in doubt; Free Soilers 2. Total members 32. *Assembly*—Whigs 88, National Democrats 27, one in doubt; Free Soilers 12.

The Albany Evening Journal (Whig) states that Whigs, 25 Hards and 10 Softs in the Assembly, leaving 3 members not mentioned.

CREDIT SALE ON TWO MONTHS AND FIFTY LOTS OF WINTER CLOTHING, HATS, CAPS, &c.—We are requested to call the attention of the city and country trade to the sale of 500 lots of Winter Clothing, Hats, Caps, &c., which will take place THIS DAY at 10 o'clock A. M., at Hooks & Lemmon's auction room, No. 77 Chartres street.
Terms at sale.

LOUISIANA ITEMS.

The Shreveport *South-Western* of the 17th inst., has the following items:

YELLOW FEVER.—It having been reported that this disease had again broken out in our town, we waited upon many of our physicians, and received from them the following report for the 24 hours ending at 8 o'clock, P. M. yesterday: Dr Clark, new cases, none; Dr Gilpin, new cases, none; Dr Logan, 1 new case, negro girl; Dr Lewar, 1 new case, beyond the Angle house, upwards of a mile from town.

THE RAILROAD TAX.—The police jury of this parish has ordered another election to be held, for the purpose of ascertaining the sentiments of the owners of landed property on the propriety of the parish levying a tax for the benefit of the Vicksburg, Shreveport and Texas Railroad. This question has already been sufficiently discussed by the press, and it now becomes the duty of the land owners to settle it in a double manner.

During the past week our streets have been enlivened by a large number of emigrants on their way to Texas. They were accompanied by their slaves, stock, cattle, and farming utensils generally.

The police jury of Madison parish, on a reconsideration of its former proceedings, on the 26th ult., passed an ordinance subscribing for $150,000 of the stock of the Vicksburg, Shreveport and Texas Railroad, payable in five annual instalments. The ordinance will be submitted to the land-owners for their approval at an early day.

A fire broke out at Hooms, in Terrebonne, on the 19th, in a house belonging to Messrs. J. Aycock and A. Livette, and occupied by Mr. C. L. Darey as a store, and was totally consumed. No one knows how the fire originated; but it seems that it broke out inside of the house. The citizens of this place as well as of the surrounding country came promptly to assistance, and by their untiring exertions succeeded in preventing the flames from spreading to the neighboring houses. Mr. Darey was insured for $4,000 in New Orleans. This is the first fire that has ever occurred in Hooms.

We understand, says the Iberville *Young American*, that the Voorhies's, living on bayou Maringouin, were murdered a few days since, either on that bayou or on Grand River, we could not learn which—and we are likewise unable to glean any of the particulars. One of the above Voorhies's was under bonds for the murder of a Mr. Thompson on the Maringouin, published in this paper six or seven weeks ago.

According to a statement in the *Mercantile*, over 500 persons of all ages, sexes and colors died during the late epidemic visitation in the Parish of St. John the Baptist, making a total of about one seventh of the population. During the past week there have been some fatal cases in that parish. In St. Charles, the disease has nearly disappeared.

The Catahoula *Adocrate* of the 19th, has the following:

MAD SHOT.—A fracas occurred on the street, in this place, on Tuesday evening last, between Dr. H B Herring and Mr Thomas Matthews, in which the latter was shot through both legs by a pistol ball fired by the former.

The quarrel, we understand, originated from a trivial matter at a game of cards, several days ago. Both, we believe, armed,—at least Matthews is said to have presented a pistol at Dr. Herring, on the occasion, but actual conflict took place until the time specified above.

What brought on the collision at the time, we are not informed.

Matthews is severely wounded, and may not recover. We presume it was considered a case of self-defence, as no proceedings, so far as we know, have taken place.

Matthews, who was under bonds for a previous assault upon Herring, is said to have been intoxicated.

RIVER INTELLIGENCE.

We extract the following from the St. Louis *Republican* of the 15th:

Lower Mississippi boats up from New Orleans yesterday and the day before, report an improvement in the channel of the river between Memphis and Cairo. The recent swells in the Ohio and its tributaries have caused a channel depth of seven to eight feet between those points.

STEAMBOAT PILOT SUSPENDED.—We learn from the Louisville Courier, of the 11th, that Mr. John Bell, pilot of the Mer. Counties, has been suspended for sixty days, by the steamboat inspectors of Louisville, for running into and sinking the United States Mail, at the Louisville wharf, on the morning of the 12th of September last. The points in the case on which the decision was rendered are this: First. That the Ben Coursin was said in the usual place that boats should be when coming in to the wharf. It was proved on the trial that she was so close to in shore as not to be seen by a boat backing out from the wheel boat, at which the U. S. Mail had been lying. Secondly, the Ben Coursin approached the wheel boat with more headway than was considered prudent. The case was therefore set down, although no lives were lost, as one that did place life in peril to a very great degree, and warranted fully the decision given by the inspectors.

THE DUKE.—A large and fine boat, for the Louisville and New Orleans trade, has just been completed at Cincinnati. Her dimensions are as follows: Length 182 feet; beam 36 feet; hold 7½ feet; her greatest breadth is 60 feet; her cylinders are 30 inches in diameter, with 7 feet stroke; she has five 42 inch boilers, each 30 feet long.

MARY AGNES.—This new steamer, built at Louisville for the cotton trade between Memphis and New Orleans, it is said, will carry a larger number of bales for her tonnage than any other boat afloat. She can stow 2,500 bales, and has state rooms in her cabin for 300 passengers. The iron work and castings, exclusive of her hog chains, on the boat, weigh exactly 82 tons, including the engines, boilers, &c.

STORM ON THE RIVER.—The Telegraph No. 2 encountered a tremendous storm while lying at Paducah on her last trip around from Louisville. The wind blew a perfect hurricane for more than an hour. During the storm the little stern wheel steamer Patten, was blown from her moorings, and was fast on a shoal, and had her wheel badly broken. The Telegraph was forced a short distance up the mouth of the Cumberland river to find shelter from the storm.

CHARLES BELCHER.—This great New Orleans and St. Louis trader has arrived. She laid up at Cairo, some two weeks, on her upward trip, owing to not rising up on account of low water. The recent improvements in the channel to Cairo allowed her to come up with a part of her cargo on board. The balance of her freight will be brought up in smaller boats as soon as possible.

DOGS AND MOSKITA.—The Excel, in yesterday from Lassile, brought down one dozen dogs and 13 cages moskita. They belong to a company who intend exhibiting them in the city in a day or two.

SHOOTING.—The Columbus, on her trip up from New Orleans, passed a snag at Ashport, which entered her larboard guard, and tore away a portion of it, and also a part of the boat at each and every hurricane roll. The damage will not amount to more than $75 or $100.

☞ We take the following from the Mobile *Tribune*:

Public Meeting at Allentown.

Pursuant to notice a large and respectable number of Planters, Merchants and Mechanics, convened in Allentown on Thursday, the 10th instant, for the purpose of considering and giving expression to their views on the action of the meeting of owners and captains of steamboats, which assembled in Mobile on the 1st instant, and which resulted in raising the tariff of the charges on freight up and down the Alabama river.

On motion, John McReynolds was called to the chair, and A. S. Crum requested to act as Secretary.

On motion a committee of three was appointed to draft a preamble and resolutions expressive of the sense of the meeting, who, after retiring for a few minutes, reported the following, which were unanimously adopted:

While all other interests are protected by combinations, and other means, the planting interests, on which all are more or less dependent, remains a prey to speculation and imposition. In the opinion of this meeting, the necessity whose interests are involved should be heard in their defence. Therefore,

Resolved, 1st. That we do solemnly pledge ourselves to resist such aggression on our interests, and that we will, as Planters, Merchants and Mechanics, discontinue our patronage and support only here or hereafter, when we can obtain cotton at 50 cents per barrel, if we find it necessary to accomplish the end.

2. That inasmuch as our interests are involved in each and every measure, we pledge ourselves to use our influence and vote only for such candidates for Legislative and Congressional offices, who will carry out the first by law, which failed to the combination and defeat it, if it will relieve alleviation is proposed, and ourselves of the facilities of carrying the first by patronizing the line of boats to Johnson.

3. That we desire that similar meetings be held throughout our country for the purpose of expressing their feelings, and taking some action in the premises.

4th. That these proceedings be signed by the President, Secretary, and each person present, and that a copy be transmitted to the Camden Republic for republication, requesting the Mobile and New Orleans papers to copy.

JOHN McREYNOLDS, President.
A. S. CRUM, Secretary.
And one hundred and one others.

THE MAIL SERVICE.—The Mobile *Tribune* of Wednesday, says:

Mr. Mitchell, one of the new proprietors of the mail line between Mobile and Montgomery, is now in the city on business connected with his mail service. This gentleman and Mr. Powell became partners in the mess in July last. These who have formed an acquaintance with Mr. M. have decided confidence in such that the improvements he intends will be present each. All that whenever within the range of possibility, the mail will come through. He is energetic and persevering, and we predict that he will soon place the mail service upon a footing that will prove satisfactory both to the Department and the community. The contractors answer locally managing for the two mails a day and will have sufficiently to result, more than the 4th of February. A portion of the route is already stocked and contractors open the all the mail matter that may accumulate on Montgomery will go through stockings, unless contrabands. The mail will be delayed. The double mail authorized for Mobile daily that will cause will depend on the same that and travel.

New Jersey.—Price's majority for Governor is 8,828, being a whig gain of 1,072 since the Presidential election.

By Telegraph!

Transmitted to the Picayune Office, New Orleans.

By the Southern Line.

FURTHER FROM RIO JANEIRO.

GRAND TOTAL, Nov. 24.

The clipper Union's advices state that the Argentine Confederation has refused to accept the mediation of Brazil, and by will certainly be re-elected Governor.

The Yellow Fever had disappeared from Rio Janeiro and the city was healthy.

The operations for Coffee on the 12th October, were as follows: Good Ordinary 6 1 milreis—Superior 8,000 to 9,000—Washed spoon.

The Union left in port Rio, the Clintonia Wright, and brig Sea Foam, both of which were to sail soon for New Orleans.

Alabama Senators.

MONTGOMERY, Ala., Nov. 24.

The democratic members of the legislature met in house last night, and nominated the Hon. R. H. Parrish and C. Clay, Jr., as Senators to Congress, in place of Messrs. King and Clemens. The election of Fitzpatrick and Clay is considered certain.

The Batman mail due in New Orleans on Saturday morning has failed North of Charleston, S. C.

Thanksgiving.

BOSTON, Nov. 24.

Business is suspended to day, in this city, on account of Thanksgiving.

Arabia's Letters.

BOSTON, Nov. 24.

The Arabia's letters were received to-day, by the Eastern mail.

[By the National Line.]

Ohio River Markets.

PITTSBURG, Nov. 23.

The river here is still falling, with 4 feet 6 inches water in the channel.

CINCINNATI, Nov. 23.

The river here has fallen 6 inches during the last 24 hours. The Hog market is at a stand—parties waiting for a change in the weather.

LOUISVILLE, Nov. 22.

Nothing doing in the Hog market here, owing to the warm weather.

Mackerel Fishery.

BOSTON, Nov. 22.

The last of the Mackerel fishing vessels have come in with very small returns. The season has been more unprofitable than any previous one for many years.

FURTHER BY THE CANADA.

THE EASTERN QUESTION.

WAR DECLARED BY RUSSIA.

NEW YORK, Nov. 24.

The Canada brings the intelligence that war had been declared by Russia against Turkey.

Several engagements had taken place between the Turkish and the Russian forces, and the latter had been defeated both in Europe and Asia.

Senator Douglas Abroad.

We are indebted to the Cleveland Plaindealer of the 8th instant, for the following report of some of the prognostications, observations and conversations of Senator Douglas during his recent European tour. The Plaindealer says it has the report from an "eye-witness."

AN AMERICAN SENATOR ABROAD.—It has been known by those gossiping tale bearers, the newspapers, that Senator Douglas had been improving his time out of Congress by taking a European tour, and we have seen, in the newspapers, that he is a most quiet and unostentatious gay, he has visited every city of note on the Continent. It is a matter of interest to every American citizen to know how the dynasties of the Old World look upon and treat such distinguished representatives of United States Senators, and it is a matter in which all feel a just pride when proper respect is shown them in the aristocratic circles abroad.

We have it from those who know, that Senator Douglas was no obscure personage on the other side of the big waters. On a tour of observation for his own personal improvement, he was looked upon by the countries he visited, as perhaps, one of the best representatives of American statesmen abroad. He modestly acquitted himself, as may be seen by the following incidents, which we have from an eye-witness. On reaching London he was asked if he would like to see the Queen?

"Certainly," said the Senator.

"Then you will have to be presented in Court dress, according to the custom of the realm," said the messenger.

"Then," said the Senator, "I prefer not to see her Majesty, until I can do so in the same dress that I can visit an American President." The Senator did not see the Queen.

He visited Scotland, Ireland, Italy, and on his way to Constantinople, visited Smyrna the place of birth of Homer. Thence, upon the ground, and in possession of all the facts, he wrote home his views, sustaining the notion of Captain Ingraham and the Turkish Government. He was then ordered by the Sultan thence to St. Petersburg, travelling through 2,600 miles of Russian territory. He sent his card—Stephen H. Douglas, Senator of Illinois, and was soon Nesselrode, the Emperor's Private Secretary. It was immediately conveyed in an invitation to meet the Emperor at his private apartments and a long and interesting interview was the consequence.

On leaving, the Count asked Mr. D. if he had seen the Emperor.

He said he had not.

"Why, will you leave St. Petersburg?" asked the Count.

"In a few days," replied the Senator.

"I fear," says the Count, "that you will not have a chance to see the Emperor, as he is very busy reviewing his troops about forty miles from the city, which requires him to come and go every day, and he is very busy. I will, however, try to get you an audience."

It appears the Count communicated the Emperor the information of Mr. D., and the next day the latter received a note from the Emperor himself, inviting him to his head quarters, near the place of review, stating that he would there be met by his staff, and the principal dignitaries of his Government, in "full dress!"

Now the Senator was staggered a little, and asked the Count if it was expected he was to adorn his republican person in gold lace?

"Not at all," says the Count "A citizen's dress, such as you wear, will be considered to confer his guest in, is all that is required here."

The next morning he set out with the former war minister of the Russian Legation at Washington and with whom Mr. D. had been personally acquainted, to the place of rendezvous. Arriving at a small village where they were to stop: the Senator and his attendant stopped at the hotel and asked for quarters.

Tony, were surrounded by the landlord, that every one of the Senator's friends knew him.

"Not I what have a man," says the Senator, "I have an American gentleman with me, Mr. Douglas, who is to be presented to the Emperor."

"What is the gentleman's name?" said the landlord.

"Douglas," said the Secretary.

"There are a mean," replied the landlord, pointing to a man half down, "they were taken for him by the Emperor, he also left his gold note," handing him a small billet at the same time.

It advised the Senator that the Emperor was obliged to leave before his arrival, and begged to see him at his review. The Senator and his friend proceeded to the place, and was met by the Emperor and greeted with a most cordial shake of the hand.

"I understand," said the Emperor, "that you have been travelling through our Empire?"

"I came from Odessa," said he. D.

"Then you have been at Constantinople," said the Emperor.

"I have," said the Senator.

"I understand they are talking about war down there," said Nicholas jocosely.

"They are so," said D.

"Well," said Nicholas, do they really think there is a war?"

"They think in that matter very much depends upon yourself," said D.

"Well," said the Emperor, "I am a man of peace," and the conversation turned upon the duties of the day.

Three hundred and fifty thousand troops—the largest standing army in the world—then passed in review, and to open order, before the Emperor of all the Russias and his distinguished guest—a sight that few Americans ever lay hold.

In the course of the day, and the desultory conversation which followed, the Emperor more than once took occasion to say that he considered there was but two proper governments on the earth, the one where all the people ruled, and the other where only one ruled—the American and Russian Governments—the other governments were unequals, and were destined to be changed by one or the other of these "over" Governments.

A RETRIEVE.—We do not refer to a nightcap from Capital Establishment. Where for a dear fortune, from a delicate to equally desirable. We refer to Dyspepsia—a word to which all the hitters of indigestion are annoyed up. To the sufferer by dyspepsia and kindred complaints, we can hold out not only bright hopes, but the certainty of Hostetter's relief and permanent cure. Place in a tonic, genial and alterative principle is Hostetter's German Bitters, which invigorates the stomach and changes the morbid action of the stomach and the secretive organs, improves the digestion, and restores health. Prepared by Dr. C. M. Jackson, Philadelphia. For sale by

J. WRIGHT & CO.
164 Chartres st.

REVALENTA ARABICA.
PREPARED BY
Du Barry Delicious & Co. London.
Certificate of the celebrated Physician Dr. Ure.

This light and agreeable food is recommended by the most eminent physicians as the most nourishing, easy of digestion, and the most delicious food for invalids, children, and persons of weak digestion. It is the food which has saved the lives of more than 5000 persons who had been given up by their physicians as incurable cases of consumption, dyspepsia, nervous irritability, diarrhoea, dysentery, flatulency, hypochondria, hysteria, headache, dropsy, cramps, spasms, nausea, and vomiting, even after the last resource, cod liver oil, had been tried in vain. It is the food which has saved the life of a child who had been given up by its physicians, and which is now the only food that can be taken by the invalid, who, after 10 years of suffering, has recovered his health, strength and flesh. Extract of a letter from Dr. Ure, F. R. S., &c. &c. Chemist to the Royal Institution, &c. &c. Sydenham, London, Dec. 1, 1851. "I have found your Revalenta Arabica very nutritious, easily digested, and well adapted for the purpose for which you recommend it, viz. for invalids, &c. &c. Signed, ANDREW URE, M. D., F. R. S., &c. &c. Extract of a letter from Dr. Wurzer, Professor of Medicine, Bonn, Germany, Nov. 1, 1852. "I have found your Revalenta Arabica very nutritious, easily digested, and well adapted for the purpose for which you recommend it, viz. for invalids, &c. &c. Signed, WURZER, M. D., Professor of Medicine, Bonn, Germany, Nov. 1, 1852