The Daily Delta.

OFFICIAL PAPER OF THE STATE. — NEW ORLEANS, SATURDAY MORNING, AUGUST 7, 1852.

THE DAILY DELTA
OFFICIAL JOURNAL OF THE STATE.

FOR PRESIDENT
WINFIELD SCOTT,
of Virginia.

FOR VICE PRESIDENT
WM. A. GRAHAM,
of North Carolina.

Electors for President and Vice Presidents.

First District.—JACQUES TOCTANY, of St. Bernard; (substitute, J. B. WILKINSON, Jr., of Plaquemines.)

Second District.—CHRISTIAN ROSELIUS, of Orleans; (substitute, CYPRIEN DUPUIS, of Orleans.)

Third District.—DUNCAN F. KENNER, of Ascension; (substitute, FERGUS GARDNER, of Jefferson.)

Fourth District.—GEO. W. WATTERSTON, of Livingston; (substitute, R. J. BARROW, of West Feliciana.)

Fifth District.—ALEXANDER DE CLOUET, of St. Martin; (substitute, J. K. ELDER, of Rapides.)

Sixth District.—JOHN RAY, of Ouachita; (substitute, D. F. BOYKIN, of Caddo.

THE COMPROMISE.
WHIG PLATFORM.

8. The series of acts of the 31st Congress, commonly known as the COMPROMISE or adjustment, (the act for the recovery of fugitives from labor included,) are received and acquiesced in by the Whigs of the United States, as a final settlement, in principle and substance, of the subjects to which they relate, and so far as these acts are concerned, we will maintain them, and insist on their strict enforcement, until time and experience shall demonstrate the necessity of further legislation to guard against the evasion of the laws on the one hand, and the abuse of their powers on the other—not impairing their present efficiency to carry out the requirements of the constitution, and we deprecate all further agitation of the questions thus settled, as dangerous to our peace, and will discountenance all efforts to continue or renew such agitation, whenever, wherever, or however made—and we will maintain the settlement so essential to the nationality of the Whig party, and the integrity of the Union.

THE CONTRAST.

Gen. Scott.

Sir, I am dead for the Constitution—dead for the Union—dead for the Country—and I am marching one way and you the other; as opposed to them, or either of them!

Speech of General Scott before the Mississippi Delegation.

Gen. Pierce.

I have been asked if I hold this Fugitive Slave Law. I answered so, I loathed it. I have a most revolting feet ing against any man's being a slave; the law is opposed to humanity. It is contrary to moral right.

Speech of General Pierce at Manchester, (N. H.) on the 3d January, 1852.

☞ The Northern Mail came through yesterday, with the latest dates.

THE RIVER AND HARBOR BILL.

As Whigs, and as unflinching advocates of the Whig doctrine of Internal Improvements, we rejoice that the bill appropriating certain sums for the improvement of various harbors and rivers, has passed Congress; but we can not avoid sympathizing with the doleful and forlorn condition of the Democracy, especially the Southern wing—whose favorite party platform has given way, and the whole structure now stands in a most tottering and ricketty position. First, the passage of Mr. BENNETT's great land bill, in the teeth of one of the strongest articles in the Democratic creed, as expounded at Baltimore, and now the adoption of the River and Harbor bill, in the last remarkable session of Congress of the leading plank of that beautiful Mosaic structure. Truly, the "harmonious" are in a sad plight! They lay down solemn principles, which their well-beloved brethren proceed incontinently to deride and demolish. With a majority of some seventy in the House of Representatives, the Democracy compelled to witness their most cherished doctrines ruthlessly violated. The worst of it, too, is, that there is no JAMES K. POLK in the Presidential Chair, to veto the bill. It will undoubtedly receive the signature of a Whig President, and Southern Democracy, stricken in a vital part, may go weep over the destruction of principles by the North and Whigs.

The analysis of the vote in the House, which stood 103 to 75, reveals some curious facts. Nearly every Whig Representative voted "aye." Of the Democrats, every one from the South—except PUGH and ST. MARTIN, of Louisiana—voted "nay." Of the Northern and Western Democrats, about one-half voted with the Whigs. In this connection, we recently forcibly brexated the anger of their constituents and opposed the bill, but the majority were taken with a "stampede," and dodged the test. The "ayes" consist of about 70 Whigs and 33 Democrats; the "nays" of about 70 Democrats and 5 Whigs. The latter are Messrs CARTER, GENTRY, WHEELER, H. MARSHALL and CLINGMAN.

Among the appropriations made by the bill, we notice with great pleasure one of $50,000, for removing the raft of Red River; one of $2,750, for removal of obstructions to the navigation of Bayou Lafourche, and one of $23,000, for the construction of a harbor on Lake Pontchartrain, near the city of New Orleans.

NORTH CAROLINA.

Despatches published yesterday mention that the returns so far as received from the Old North State, exhibit a gain for KER, the Whig candidate for Governor. We had little hope of KER's election for various reasons. First, the opponent, REID, is immensely popular. In 1848 MANLY (W.) backed by the prestige of Gen. TAYLOR's strength, and the excitement of a Presidential canvass, beat REID only 800 votes. In 1850 REID defeated MANLY by nearly 3,000 majority. Secondly, REID had the advantage over KER on certain local questions, and particularly one relating to the reassessment of property qualification in the vote for State Senators, on which he took the popular side. Third, the nomination of General SCOTT created disappointment in North Carolina, as it did every where at the South; and the Whigs had scarcely time to rally into energy and action, before the election came on. If, under these circumstances, KER is elected, North Carolina may be set down safe for SCOTT by thousands. If KER fails of success by a small minority, we shall still consider the State safe for the Whigs in November.

☞ The Richmond *Whig* contains accounts of large and spirited Whig meetings in Pittsylvania, Dinwiddie, Amelia, Southampton, Powhatan and Chesterfield counties, cordially endorsing the nominations of SCOTT and GRAHAM.

A FEW MORE SLANDERS NAILED.

A few days ago our neighbor of the *Courier* published "a reliable correspondence," which mentioned the names of several prominent citizens of Louisiana as "Whig bolters." In the list are DE LA. G. FRANKLIN, E. J. THIBAULT, Cashier of the Branch Canal Bank of Donaldsonville, and W. J. MINOR of the coast. See how the Louisiana *Republican* exposes of the fabrications of this "reliable correspondent."

Mr. A. Dalferas, of Donaldsonville, called on us on Thursday, and authorized us to state that no reference to the two first named gentlemen, he *did not know them*, even by name; that there was not a word of truth in the Courier's statement; they are *out and out Scott men*; and he had seen a letter from a neighbor of Mr. Minor, which placed him in the same category.

So much for the Courier's "reliable correspondence."

☞ The Independent Democrat, of Concord, N. H., in referring to the report of Gen. PIERCE's New Boston speech, in which he is represented as "bushing the Fugitive Slave Law," &c., says —"As we have received a large number of letters from Southern men during the last fortnight, and by telegraph in regard to this matter, we take the occasion to say, to one and all, that the language attributed to General Pierce above, *was spoken by him precisely as reported.* This language was not only used at New Boston, but also at Bradford and other places in this State. Of this the *press* is abundant, and will be forthcoming, in a shape no *body* can fail to doubt. We have had no agency in putting the in use. And but for the charge of mis-representation made against us, we should have no interest in its decision. As it is, *history will be set right.*

☞ SAFETY OF CAPT. MANBY'S COMRADES.—The following paragraph from the Little Rock (Ark.) *Gazette*, of the 26th ult., gives the glad tidings of the safety of Capt. Manby and his command. The whole affair appears to have been a miserable and cruel hoax. The *Gazette* says:

We copied last week from the Fort Smith Herald, a small pamphlet sheet that had been conceived by somebody at the military post near that place, to the effect that Capt. Manby and all his command had been murdered by the Indians. Nothing else seemed to be talked of in the vicinity of Fort Smith for some time, and the excitement was intense in the extreme. In fact, the whole country was in a state of excitement. Some days after the publication of the Herald, a gentleman arrived in this city from Fort Smith, who left there on the day after the publication of the Herald, and he informed us that the report was a hoax, and that Capt. Manby and all his command were safe and sound. We have since seen several persons from Fort Smith, who confirm the report of the safety of Capt. Manby and his command.

Fort Smith Herald, July 19, 1852.

SIR: I hasten to inform you that the report of the massacre of Capt. Manby and his command by the Indians, which appeared in the Herald of the 19th inst., is entirely false. Capt. Manby and his command are all safe and well, and will be in camp at this place on Monday next. I am, sir, very respectfully, your most obedient, R. B. MAYFIELD, Sub-Agent.

Hon. Wm. L. Ware, Esq., was killed in the piazza yesterday by J. W. Vanderen; weapon a pen-knife.

CONGRESS.

The SENATE was not in session on the 31st ultimo.

In the HOUSE, a bill establishing three additional Judicial Districts in the State of Iowa, and a bill to enable the Washington Gas Light Company to increase the stock from 30,000 to $200,000, and to extend its operations to Georgetown, were read a first and second time and passed.

A bill to enable soldiers who served in the war of 1812, to substantiate their pensions, (which by a single technical restriction had, and is still, wrongfully kept from them,) and to authorize the issuing of bounty land warrants to the heirs of a bounty land-soldier, was considered, after a short discussion and engrossed.

The objection to passing the bill, some three days ago, to increase their rates of the last referred to had been taken up and the Senate passed by the Senate in which they were directed.

Mr. ORR, of South Carolina, who was the principal sponsor of the bill in the first instance, expressed his willingness to vote in its favor, provided a clause were inserted, requiring proof that the land had not been sold for taxes, in addition to the applicant showing that no sale or transfer had been made.

The morning hour expired before any decision was arrived at.

A motion was then made and negatived, to go into committee on the private calendar.

Mr. STANTON, of Kentucky, moved to take up the report of the committee on printing; and talkers having been appointed, the motion was carried—yeas 81, nays 45.

The proposition pending was to refer the report back to the select committee, which was withdrawn.

Mr. Marshall, of Kentucky, from the special committee on printing, submitted an amendment, and entered into a review of the question involved in the bill, and explained the details of that which the committee had reported.

Mr. HAVEN, of New York, adverted to the prices contained in the bill reported by the special committee, for the purpose of showing that they were higher than those contained in the bill reported by the printing committee; and in no instance, he said, were they lower.

Mr. FLORENCE, of Pennsylvania, after describing the workmanship on a page of small pica and brevier, and on the numerical blocks on the bill as equitable and fair, and alluded to the unfair treatment of the present contractor. The passage of the bill, he concluded by saying, was the only course that remained for the House to pursue.

Mr. MARSHALL referred, in explanation to a clause in the bill requiring that the sanction of the contractor should be obtained before any new contract were entered into.

Mr. ORR, of South Carolina, said his objection to the bill was ceased by the variation which might take place in the price of paper, by which the contractor would in one instance receive more for his work, and in another less.

Mr. HAVEN attributed any difficulty that may exist with reference to the contract system to the want of action on the part of the House.

Several other gentlemen joined in the discussion as to the details of the bill.

At length a vote was taken on the adoption of Mr. Marshall's amendment to the original bill, which was carried by a majority of 99—the Ayes were not taken.

The question was then taken on a bill introduced by Mr. Jenkins, of New York, as a substitute, and the yeas and nays having been ordered, it was negatived—yeas 43, nays 96.

The "previous question" having a second, the yeas and nays were ordered on the passage of the bill, as amended, which was carried—yeas 91, nays 56. The House then adjourned.

We copy the following able article from the American Railroad Journal and invite attention to it:

New Orleans, Opelousas and Great Western Railroad.

We give this week the address of this company to the property holders of New Orleans, issued for the purpose of securing their favorable action upon a question of local importance to $1,500,000 in aid of the above road. We have on hand other documents relating to the business expectations of the route, etc., which we shall give in our next issue.

The above is one of the two great lines of improvement by which the city of N. Orleans proposes to connect herself with the interior and recover a trade which has been seriously undermined, and which she has been in imminent danger of losing, and which is destined, at last, to be the great leading commercial cities of the U. States. Trusting to the strength of this position, she has remained indifferent to the efforts that rival cities have been making to secure what is peculiarly appropriately belongs to her, and has entirely neglected the construction of those *artificial* avenues, for which her natural position designated upon which she has relied, are found to be no match in a contest for the trade of a particular section. Though much has been lost by supineness on one hand, and by the energetic activity of rival interests on the other, all her elements of greatness still remain, and New Orleans is now making ample amends for past errors. Her greatness and comprehensiveness of the system of internal improvement which she has marked out, and the liberality with which, hitherto, she has contributed to its accomplishment. In addition to liberal private subscriptions, the New Orleans, Jackson and Great Northern voted $1,200,000 to the road referred to, which sum is to be raised by a direct tax upon the real estate in the city.

The influence which the recently developed feeling in favor of railroads has exerted upon the value of property in the city of New Orleans, and upon the public mind in the Southern States, is certainly very remarkable. This feeling of the imperative necessity of taking some steps to improve her interests, and to restore confidence on the part of the people, that the whole fright to compete successfully with other sections of the country for similar objects, has become so strong as to override all other questions. From a very close system of political organization, by which the city was subdivided into a number of independent municipalities, all unity of purpose and action was lost. The municipalities had failed to meet their obligations.

The credit of the city was at a very low ebb; all kinds of property were declining in value, and despair of any change for the better, was fast seizing the minds of its citizens. It was seen that the only way by which the former position of the city could be secured, and by which she could start anew in a career of success, would be to consolidate the whole city into one body politic, to defend her public debt, to place all her interest under one head, and to secure unity and harmony of action where difference of purpose and discord prevailed. All this has been accomplished through the influence of her railroad projects. The change as far as the city is concerned, has been magical. Its credit has been completely restored, and the prospective sum of bonds, to re-fund her outstanding debt, has been disposed of at a premium. Confidence has taken the place of despair and distrust. The value of all kinds of property has rapidly advanced. The credit of the city is now available in aid of all her projects designed to promote her advantage, and every where a NEW feeling that a new destiny is opened to her, has be come the conviction of all her citizens, and this feeling is all pledge that the results anticipated will be realized.

The same conviction that has wrought such a change in the public mind of the *city*, is producing the same effect on the part of the States concerned. It has secured a change of her Constitution, by which an antiquated instrument, which fettered the energies of her people, has been made to give way to one more in harmony with their wants and with the spirit of the times. The feeling in favor of railroads has produced a most happy and fortunate state of things throughout the whole State, and has given the public mind an impulse in a right direction, which cannot fail to produce the most favorable results. It has accomplished a work which nothing else could.

The Opelousas road is the great arm which is to be thrown out to secure to the city her western connections. By it, she proposes to command the trade of the western portion of the State, and eventually that of Texas; and to make it in time, the trunk of a great line extending across the continent to the Pacific coast. It is also proposed to make it the base of a great line of railroad, connecting New Orleans and St. Louis, on the western bank of the Mississippi. Local objects, however, are now the leading principle of construction, though its general direction will fit it to become the trunk of the extensions referred to.

We learn that the construction of the road is to be commenced forthwith. The route is a favorable one, and the prospect of a lucrative local traffic very flattering. The great unanimity with which the city of New Orleans voted $1,200,000 in aid of the project, is the best evidence of its soundness. When completed, it will put a new aspect upon the affairs of the western portion of the State, as well as of New Orleans.

Letter from Valparaiso.

Dates from Valparaiso to the 26th June, and Guayaquil to 1st instant, had been received at Panama.

A bill had passed Congress for the establishment of a military colony at the Straits of Magellan.

The United States corvette Vandalia arrived at Valparaiso on the 22d June from San Francisco, and the Vincennes on the 27th.

H. B. M. schooner Cockatrice arrived from San Blas, with $400,000 on English account.

Some disturbances had taken place in Coquimbo, with the object of liberating some political prisoners, but without effect.

From Guayaquil we learn that Flores was still there, but was expecting some duty, having been ordered from entering by the French frigate. Other reports say that he had taken the town, and others again that he had attempted and failed. Nothing definite, however, had been received.

[Correspondence of the New York Express.]

BARBADOES, July 15, 1852.

FROM BARBADOES.—DEATH OF VICE AMERICAN CONSUL.—DISCOVERY, ETC.—The disease has prevailed here for two weeks without being interrupted with a single drop of rain. Native produce will not yield a crop. The fresh fruits are used as much as the expensive that attended and procuring, serving, &c.

American produce, if of every description, is dear, and will continue so for some time.

The Island is very healthy. The erection of barracks and keys by the Government are in contemplation.

Mr. Hayes, the American Consul, universally regretted, paid the debt of nature here, on the 12th instant, after a short illness. The remains of a gentle home his obits by an unskilful physician, who was the immediate cause of his death.—His wife's name, in every sense of the word.

THOUGHTS OF A SOAP-BUBBLE.—A soap-bubble, as it floats in the sun, reflects to the eye an endless variety of the most gorgeous dyes of colors. Heaven showered that to each of those dyes there should be a corresponding thought in the mind of man. Hence the rainbow is the symbol of hope. Hope is the soap-bubble of life. It floats in the sunshine of prosperity, and reflects all the colors of the rainbow. Its colors are the thoughts of the mind. Each thought has its color. Some thoughts are dark and gloomy, and reflect but few colors. Others are bright and joyous, and reflect many colors. Some thoughts are of the earth, earthy, and reflect no colors. Others are of heaven, heavenly, and reflect all the colors of the rainbow. Such is the soap-bubble of life. Such is the mind of man. Such is the thought of the mind. Such is the color of the thought