OFFICIAL.

LOUISIANA LEGISLATURE.

Official Report of Debates.

TUESDAY, March 19th, 1850.

The Senate met pursuant to adjournment. The Hon. J. B. Plauche, Lieutenant Governor presiding.

Mr. Waddill, of the minority of the Committee to whom where referred the memorial of the citizens, praying for the creation of a new parish, to be called Chicot, submitted an adverse report thereto, in his own name and in that of the Hon. J. D. Bryce, also a member of said Committee.

Mr. Ray called up the act for the relief of Jesse Johnson. Passed.

Mr. Drew called up the act for the relief of Thomas Kilgore. Passed.

Mr. Hereford called up the act for the relief of Jeremiah Crittenden. Passed.

Mr. Cade called up the act for the relief of Joseph Grangier. Passed.

Mr. Bryce called up the bill to change the name of Samuel D. Hegmire. Passed.

He also called up the act granting leave of absence to Solomon Hieb, master-warden of the port of New Orleans. Passed.

Mr. Adams called up the act to provide for the further liquidation of the Port Hudson and Clinton Rail Road, returned from the House with amendments.

On motion of Mr. Adams, the Senate concurred in said amendments.

Mr. Ricker called up an act to extend the powers of the City Council of Lafayette. Passed.

Mr. Hereford called up the act for the relief of Wiley Young, a veteran of 1814-15. Passed.

Mr. Waddill called up the act for the improvement of the thoroughfare through the Mississippi swamps, returned from the House with amendments.

On motion of Mr. Waddill, said amendments were concurred in.

Mr. Beebe called up the act relative to the Board of Health in the City of New Orleans—returned from the House with amendments. On motion of Mr. Beebe, the Senate concurred.

Mr. Bryce, on behalf of the Judiciary Committee, made a favorable report on the act relative to securities to be given by administrators.

Mr. Dufour opposed the bill, and it was laid on the table subject to call.

Mr. Drew called up the resolution instructing the State Engineer to improve the navigation of the bayou Dorcheat. Passed.

Mr. Gardere called up the act for the relief of the parish of St. John Baptist. The House had disagreed to the amendments of the Senate.

Mr. Gardere moved that the Senate recede from their first amendment.

Messrs. Moore, Swayze, Drew and Peck opposed the motion to recede.

Mr. Gardere called for the ayes and nays on the motion to recede—13 ayes, 12 nays. So the Senate receded.

Mr. Gaudet now moved that the Senate recede from their second amendment.

Mr. Swayze called for the ayes and nays—12 ayes, 12 nays. There being an equality of votes, the Lieutenant Governor gave his casting vote in favor of receding, and the Senate accordingly receded.

Mr. Bryce having been unavoidably absent when the vote was taken, asked leave to record his vote in the negative.

Mr. Gaudet objected.

Mr. Butler moved a reconsideration of the votes taken upon receding—14 ayes, 11 nays.

The votes being reconsidered, Mr. Drew moved that the Senate insist on their amendments.

Mr. Gaudet called for the ayes and nays on this motion—11 ayes, 17 nays.

So the motion was lost, and on motion of Mr. Gaudet, the Senate receded from their amendments.

Mr. Van Wickle, of the Committee on Internal Improvements, reported the act to reclaim the lands now overflowed in the parishes of West Baton Rouge and Pointe Coupee, with an amendment.

Mr. Chambliss called up the following bills:

Act for removing obstructions to the navigation of Joe's Bayou. Passed.

Resolutions for the improvement of the bayous Macon and Tensas. Passed.

Mr. Clark called up the resolution directing the State Engineer to repair to the bayou Plaquemines, for the purpose of making a certain improvement. Passed.

Mr. Butler, on behalf of the Committee on Claims, reported an act for the relief of H. Paul Caire. Passed.

The Senate took up the act for the relief of Julie Girard, widow de Marans. Passed.

Mr. Lacoste called up the act relative to the police jury of the parish of St. Bernard. Passed.

The same Senator also called up the act in relation to the fines imposed for a violation of the ordinances and regulations of the Police Jury on the right bank of the Mississippi. Passed.

The Senate took up the resolution from the House requesting our Senators and Representatives in Congress, to use their efforts to have a law passed extending the port of New Orleans, so as to embrace the whole parish of Orleans, and concurred therein.

On motion of Mr. Van Wickle, the Senate took up the act for reclaiming the lands now overflowed in the parishes of West Baton Rouge and Pointe Coupee, (appropriating $10,000 to aid in the reconstructing of levees now destroyed, and for remaking the grand Levee in Pointe Coupee.)

Mr. Swayze moved that the bill be laid on the table.

Messrs. Clark and Van Wickle strenuously opposed the motion to lay on the table, and argued in favor of the passage of the bill as an act of justice and right to their constituents.

Mr. Moore said I vote against laying this bill upon the table, because there is a levee in Pointe Coupee, at Raccourci point, the greater part of which, was made by the State, as I understand upon Lands then of the United States, which I understand has given way, and I wish to offer an amendment to repair that Levee in the same manner that I offered for the Levee at Bonnet Carre point, where the land belonged to the State, and I am guided in this by the same principle that I was guided in that case, and the same reasons given in the case of the Bonnet Carre Crevasse Levee, now guides me in this case.

The ayes and nays were called on Mr. Swayze's motion—14 ayes, 11 nays.

Mr. Cole called up an act to extend an act to incorporate the inhabitants of a part of Lafourche Interior under the denomination of the Congregation of the Roman Catholic Church of St. Mary, approved March 25th, 1831.

On motion of Mr. Sigur, said act was laid on the table subject to call, and, on his further motion, the Senate resumed the consideration of the act to protect the Cities of New Orleans, Lafayette and Freeport from inundation.

Mr. Sigur introduced an additional section to become the 10th section, which was adopted.

Mr. Peck introduced two additional sections to become the 11th and 12th, which were also adopted.

Mr. Clark introduced an additional section prescribing that the slaves to be owned by the authorities of the cities mentioned in the bill, shall at the expiration of the 12th months, be exclusively employed in the erection of Levees at such points on the Mississippi river as may be necessary to protect the inhabitants from inundation as evidenced by the experience of the past and present years.

Mr. Clark moved the adoption of the foregoing section.

And Mr. Philips called for the ayes and nays on said motion.

Mr. Duncan said he congratulated the representation from New Orleans upon the glorious victory which they had achieved. The people of N. Orleans had asked for bread, and you gave them a stone. They had asked for dollars to aid them in building levees to protect them from inundation, and they get what? Negroes! You give them the out of a gang of negroes!! It reminds him of an anecdote of an Indiana in Mississippi, who was the possessor of ten negroes and whose wife had presented him with ten children. There existed at the time a mania to go to Texas—similar to what now prevails in reference to California. He determined to push his fortunes in that land of promise, and calling his wife to him, he said, "Milly, my dear, I am going to leave you, but I wish to act the part of a generous husband. I'll leave you those ten beautiful children, and take with me the ten dirty, nasty negroes!" Just so here, Mr. President! The gentlemen from Red River can't part with the dollars, but they are willing to be generous, and give the services of 100 negroes! Not worth to New Orleans an appropriation in money of $10,000.

Do gentlemen know the work that these negroes will have to perform? I accompanied both commissioners who made the map which is before you your walls to the Lake, and can safely say that three fourths of the route is a deep swamp where the operatives will have to work up to their waist, and that too in summer! Negroes totally unacclimated! What are their services worth? I really think, Mr. President, that the representation from New Orleans have allowed themselves to be over-reached. What have they obtained? Not the value of $10,000 in lieu of $70,000, for which they have a just and equitable claim. The State has committed herself to make the necessary appropriations, by the appointment of the Commissioners, who have submitted their Report. To maintain this point I shall call attention to the act of 1845.

Mr. Duncan read the act of 1845.

He contends, that by the act the Legislature were committed. The appointment of the Commissioners was not made until the great calamity which threatened the whole city with immersion called public attention to remedial measures; when Governor Johnson felt himself authorized to make the appointment of Commissioners, and they have estimated the cost of the work at $70,000. If the State could be sued, the city of New Orleans and other portions of the State which have been injured, would certainly recover damages for that act of the Legislature which authorized and promoted the Raccourci Cut off, and that against the practical advice of old men who had watched the Mississippi all their lives, and of the best engineers. The State did not act without having been furnished with proper admonitions. Mr. Morgan, a venerable member of the House, warned them against the danger of making the experiment, but the opinions of some foreigners who had been theorizing in reference to the Nile or the Po outweighed all the councils of practical experience. One of the most accomplished engineers, whose warning voice should have been listened to, pointed out all the consequences and predicted the result. Thus the claim of New Orleans on the State for protection is enforced, not only by the act requiring the appointment of commissioners, but still further by the fact, that the action of the Legislature itself has brought on the calamity to which she is constantly exposed.

I am satisfied that the citizens of New Orleans will be little thankful for this abortive attempt to do justice to their equitable claim. I question much whether they will not scorn such assistance, and reject it as an insult. The one hundred negroes, so far from being a benefit, will bring the corporation in debt, for I suppose it is expected they will be lodged, fed, clothed and physicked at the expense of the city. And then consider the work they will have to perform. It is intended to insure their lives, and is that too to be at the expense of the city? There is but one insurance office in the city, I believe, that take these risks, and then there are so many formalities and conditions that it is quite doubtful whether one cent would be recovered. It would be better to do nothing than pass such a bill, for if it pass there is every probability it will be rejected by the Council.

Mr. Dufour said, I cannot appreciate the objections of the Hon. Senator. I entertain for him the highest esteem, but I cannot understand what object he can have in complimenting sarcastically the representation of New Orleans, upon what he is pleased to call a great achievement. Does the gentleman wish to assume the task of representing the city of New Orleans on this floor? Why the zeal of the gentleman in favor of the city comes rather late in the day. It is too late. When her Senators were battling in her defence and attempting to uphold her just and equitable rights, then was the proper time for the gentleman to have taken his proper position. But not so. The gentleman has coalesced that he voted against the bill granting her protection.

Mr. Duncan.—No sir, I voted against the bill granting her negroes in lieu of a proper sum in money, which would effect the object intended.

Mr. Dufour.—I did not start the present plan—it did not originate with me, and I take it because I do not see the chance of getting any thing better. It is not adequate assistance, but it is assistance in a manner, and the leading members of the Senate are agreed to offer it as a compromise. As such I take it. We have exhausted all means. As for what the gentleman says, as to its not being accepted by the city, I am prepared to say from high authority that it will be accepted as a *pis aller*. The usufruct of 100 negroes will be of some service for twelve months. I hope no factious opposition will be made to its passage. We are on the eve of adjournment, and the sooner it is sent to the other House for action the better.

The discussion was further continued by Messrs. Sigur, Duncan, Moore and Drew.

When the question was taken on the section offered by Mr. Clark—

Mr. Bryce pending—9 ayes, 16 nays.

Said motion was lost.

Mr. Clark now moved that the bill as amended be laid on the table, and called for the ayes and nays on said motion—6 ayes, 21 nays.

The bill was then adopted as amended.

Mr. Dufour moved a dispensation of the rules, and that the bill undergo its final reading.

Objections being made, Mr. Sigur called for the ayes and nays on said motion—21 ayes, 7 nays.

The required majority not having voted for a dispensation of the rules, Mr. Dufour's motion did not prevail.

Whereupon, the Senate went into recess until this evening, at 5 o'clock P. M.

EVENING SESSION.

TUESDAY Evening, March 19—5 o'clock, P. M.

The Senate met pursuant to adjournment. The Hon. J. B. Plauche, Lieutenant-Governor presiding.

Mr. Beebe called up the act concerning a portion of the Batture in front of Municipality No. Two. Passed.

Mr. Beebe called up the act supplementary to an act entitled An act relative to the Orleans Navigation Company.

Mr. Sigur said:

Mr. President—I hope that my colleague (Mr. Dufour) will allow me my own time to address the Senate. I cannot consent its made to-day what I did yesterday. This business of turning my back upon myself, of squandering my own notes, is neither so easy nor so pleasing to me as it appears to be to other gentlemen. The matter now under our consideration is one of great importance to my immediate constituents, and to a large portion of the State besides. The view which I have taken of it, and the measure which I have proposed to carry out that view, are the result of examination and reflection. Both have received the sanction of the Legislature, and will, no doubt, meet with the approval of the public. I am not disposed to abandon them upon any such fallacious representations and groundless assertions as has been made in the course of this debate.

I have, Sir, before me the record of our proceedings, and find that on the fourth of this month—not more than fifteen days ago—the very identical proposition, which is now pressed with so much zeal, and which now appears to be sustained by a decided majority of the Senate, was rejected by an almost unanimous vote of the same Senate—two Senators only voting in favor of it. Even my colleague (on the other side of the chamber) assisted me in laying it upon the table, and supported the substitute which he now endeavors to supercede. That substitute passed the other House without opposition, and has already received the signature of the Executive. Will any gentleman upon this floor pretend that our action was hasty and inconsiderate? No, Sir. The Orleans Navigation Company became a subject of consideration and conference between the members of the city delegation early after our meeting here. A joint committee of the Legislature was appointed to investigate the whole matter; a report was made by the committee of the other House, embodying facts and testimony taken under the sanction of an oath. The insolvency of the company was a matter of public notoriety—the wretched condition of their works had, for the last twenty years, excited the complaints of the citizens of New Orleans, and of all persons engaged or interested in the Lake trade. Our Legislative and judicial records teem with evidences of the discontents created by the utter inefficiency and gross mismanagement of the company. It was under these circumstances that my colleague (Mr. Dufour) introduced a bill to allow the present company to transfer their privileges to a new company for a term of years—these privileges to revert again to the old company at the expiration of this term. We were not told then what this new company was and what capital it proposed investing for the improvement of the Bayou St. John and Canal Carondelet. We were asked to trust it all and blindly to this rotten and faithless company. We were told that millions of property would feel the influence—for good or for worse—of the action of the new company; but we were told at the same time, if not in words, at least in deed, to trust this entire arrangement to this rotten and faithless old company, which no man ever trusted without being deceived. The act contained no guaranty to the public that anything at all would ever be done. It appeared to me, to be nothing more than a ruse to elude or delay the application of a more energetic remedy by the Legislature. The transfer was made to depend upon the consent of a majority of the stockholders of the old company. Well, Sir, what would have been the effect of this arrangement, had it been completed? In the first place, this important high-way of commerce would still have remained and for ever the property of a private company, over which the State could exercise little or no control. In the second place, the new company, stepping into the shoes of the old company, would have assumed the obligations—and no more—imposed upon the old company by its charter. Now, the improvements required by this charter are totally inadequate to the present wants of our commerce. There was nothing—absolutely nothing—in the proposition of my colleague to recommend it to the Legislature. But it could not have been carried into effect, even if it had been advantageous. The Legislature cannot, even with the consent of the majority of a stock company, transfer over and dispose of the property of the minority of the stockholders, except under the article of the Constitution allowing the expropriation of private property for public use. A majority of the stockholders of the Orleans Navigation Company may do all acts of administration which their charter permits them; but a majority of these cannot divest one single stockholder of his stock without his consent. Any such attempt of a majority of the stockholders would have been resisted before the courts and defeated. Nothing, therefore—absolutely nothing—would have been achieved by this plan. It was very properly rejected by the Senate after all these objections had been urged. A substitute was adopted which, proceeding upon the ground that the Orleans Navigation Company had forfeited their privilege, ordered the Attorney General to claim that forfeiture before the proper tribunals. The obvious policy of the State is to resume possession of this great artery of our commerce—a high-way which leads from our city to the waters of the Lake and to the parishes and States which border upon and communicate with the Lake. The State should never have parted with the possession of the Bayou St. John and Canal Carondelet. The judgment of forfeiture would replace that possession where it always should have remained. The next object to be attained was the improvement of the navigation of the Bayou St. John and Canal Carondelet. This object is secured beyond doubt by the substitute—It was made the duty of the State Engineer to examine the Bayou and Canal, to draw maps and plans of the enlargements and improvements necessary, and to make estimates of their cost. With these data before him, the Governor of the State issue proposals to any person or company, formed under the general corporation act of the Legislature, to take possession of the Bayou St. John and Canal Carondelet, for the space of twenty years, on condition that these persons or company shall give bond in the sum of fifty thousand, to complete the improvements required in the space of two years. At the expiration of the lease, this water course, which, not more than the Mississippi itself, should ever have been placed under the control of private individuals, was to revert to the State.

This measure seemed satisfactory to all. It passed the Senate, as I have already stated, by an almost unanimous vote. Well, Sir, why should the Senate now retrace its steps? What new light has come from the East? Sir, the presence of certain persons in the lobby, letters lately received from the city, a public meeting at the St. Louis Exchange, in which some attorney was feed to babble nonsense, have caused all this perturbation in the counsels of the Senate. They have no influence upon my mind. Gentlemen who attempt to turn these things upon us as manifestations of the public, will deceive themselves. This meeting has spoken in the name of the public, but the public was not there represented. The voice was the voice of Jacob, but the hand was the hand of Esau. This meeting was collected together by the President and stockholders of the State Bank. These letters emanate from the same sources.

Private interests, Sir, the interests of the State Bank and its stockholders are at the bottom of all this opposition to a measure adopted singly with a view to the public good. I am well informed upon this subject. I too, have letters describing this meeting, its object, the persons who attended it, the manner it was got up. The President of the State Bank tells you distinctly what his objections to this measure are. The State Bank, he says, is a creditor of the Orleans Navigation Company; you cannot declare the privileges of that company forfeited; you cannot resume possession of this stream, which you hold for the public and which you entrusted to this company on condition that they should make it serviceable to the public. You must pay me the debt which the company owe me before you can exercise your rights and do your duty to the public. It is true that the holder of the note is a broken bank, who would come to the Legislature and say: You cannot declare this bank charter forfeited before you pay this note—would be laughed out of your presence. But there is a great, a very great difference between the two cases, he is a citizen, I am a bank director—he has no influence. I wield the lever of archimedes—the power of allowing discounts, sir, he has clearly made the issue. This plan is not good because it does not pay the debt due to the State and Union Banks by the company. The question for the Senate to decide is, whether they will sacrifice the interests of the public at large—the interests of a great number of property holders in the First Municipality—the interests of the commerce of the city—to the State Bank and the Union Bank! Will the Senate be driven into an arrangement, the sole object of which is to enable two wealthy corporations to recover, at the expense of the public and out of a privilege which belongs to the State and was only given in trust to the Orleans Navigation Company, a due exclusively by the Orleans Navigation Company. Have these institutions any legal or equitable right to require that the State shall permit them to make use, for their own private advantage, of a privilege conceded *for the public* benefit? No, sir, such pretensions are ridiculous. It they have lent money to the Orleans Navigation Company, let them look to the Orleans Navigation Company for payment. They knew, when they advanced money to that Company, that they had no lien upon the Bayou St. John and Canal Carondelet, or upon levying tolls granted by the State to the Company. They knew that the continuance of that privilege depended upon a compliance with certain conditions. What right have they to complain, if upon a non-compliance being proved, the State withdraws the privilege of levying tolls and resumes possession of the Bayou St. John and Canal Carondelet?

But we have been told that if the Orleans Navigation Company is allowed to transfer its privileges; that the interests of the public and the rights of its creditors may be reconciled—that a new Company will be formed which will at once undertake the necessary improvements and pay the debts of the Company. A little pamphlet which has been laid upon our tables by some lobby members—ambassadors of the State Bank—contains all the details of this plan, and is full of officious information addressed to the Legislature. This pamphlet, sir, opens with a letter addressed by the President of the State Bank to the Directors of the Orleans Navigation Company. After [illegible] upon the importance and value of the Bayou St. John and Canal Carondelet as a co[illegible] highway, the writer, assuming that the [illegible] no longer in condition to retain the va[illegible] ional privileges conferred upon it by its [illegible] that "the Company cannot extricate it[illegible] the pecuniary difficulties in which it is plac[illegible] makes the following proposition to the Directors.

"That the Orleans Navigation Company lease to a Company, to be performed for that purpose, all its property, rights and privileges, of whatever nature they may be, for a term of years, as is hereinafter provided.

"2d—Such Company to be organized under the general corporation act, for the purpose of widening and deepening the Bayou St. John, Canal Carondelet, Harbor, &c., as lessees of the Orleans Navigation Company with a capital of $400,000, and to be called the Bayou St. John Transportation Company.

"3d—Said property, rights, &c., to be leased either at auction, or by private lease, to those who propose the shortest time, the consideration of the lease being:

"1st—To make all such work and improvements as may be previously determined as necessary by the Orleans Navigation Company and the Louisiana State Bank, and within a time to be specified.

"2d—To pay all existing debts of the said Orleans Navigation Company, which shall also be specified.

"3d—It must be a condition of the lease, that during the period of its continuance, the Stockholders of the Orleans Navigation Company will annually, conformably with the provisions of the charter, meet and elect such Directors as the Lessees may designate, being Stockholders in said Orleans Navigation Company, and that the Board so constituted so do and make all acts which may be required of them by said Company, which may be legally done, in order to carry into effect the object of the Lessees and the true intent of the charter.

"I am authorized by the Board of Directors of this Bank to assure you, that if this Company be formed on the basis above stated, the Louisiana State Bank will subscribe thereto the sum of $80,000, which sum will be in deduction of so much of the debt due the Bank, and will allow to the Bayou St. John Transportation Company, so formed, from one to fifteen years to pay the balance to the Bank by instalments of one fifteenth each year; the first payment to be made on the first of January, 1852, the interest to be payable annually at the rate of 6 per cent. per annum after the first of January, 1851.

"The debt due to the Louisiana State Bank is entitled to be paid by preference to any other; all debts due to others (understood to be about $80,000) cannot be paid until that to this Bank is extinguished; but the Bank will not object to other creditors taking stock in the proposed Company to the amount and in liquidation of their respective claims, which must first be examined and ascertained by the Bank."

Here, sir, is the plan which has been spoken of with so much emphasis. Humbug, sir; it is out of fashion—offends no one. Discounts are the breath of our nostrils, and he who wields the power of discounts, has the privilege of humbug. It is difficult to decide which [illegible] here: the unblushing assumption of rights which do not exist, or the folly of the plan proposed. The State must allow the Orleans Navigation Company to transfer its privilege, not for the purpose of benefiting the public, but to enable the State Bank to recover a debt. The new Company is not to make works as the State may think necessary for the accommodation of the people, but only such works as the State Bank may decide. The new Company is not to assume all the debts of the old Company, but only such debts as the [illegible] and [illegible] of the State Bank may [illegible] their [illegible] to the debts of the old Company. The Bank [illegible] object to other creditors taking stock in the new Company in liquidation of so much of the debt due the Bank, and who will further object to other creditors taking stock in the proposed Company to the amount and in liquidation of their respective claims, which must first be examined and ascertained by the Bank." What consideration, sir, can the Senate give to this? Will any one suppose, after reading this, that the object of this barter was a privilege belonging to the State—a part of the sovereignty entrusted to it for the common benefit?

Sir, sir, look at this plan of a Company! The ostensible capital is to be $400,000. But what is to be the real capital? About $320,000. The balance is represented by stock taken in deduction of debts due by the old Company. A, B and C would furnish more than one-half of this capital, the creditors of the old Company, without contributing a cent towards the improvements of the Bayou and Canal, would share the profits. A, B and C would lay out their money for the benefit of the State Bank, of the Union Bank, and of Mr. Millaudon! What man of common sense and common regard for his own interest, would enter into such a leonine partnership? Sir, whatever may be the magic power of Humbug, there is not a gudgeon swimming in the waters of the Bayou St. John that would catch at such a bait. It is a glaring, visible, palpable humbug, which no individual, entertaining any respect for his fellows, would propose. It is held up to us only to deceive us to turn our attention from more serious, energetic, efficient measures. No one can examine this plan without coming to the same conclusion.

The Senator from West Baton Rouge has informed us that the creditors of the Orleans Navigation Company are widows and orphans, who would be ruined by the forfeiture of the charter of the Orleans Navigation Company. I have already made it too apparent that these widows and orphans were the Banks and wealthy individuals who have fed themselves and their dependents upon the old Company, and wish to continue the feast at the expense of a new Company. I know the widows and orphans for whom the gentleman has been pleading, and I must acknowledge that I have no pity—no compassion for them. Gentlemen who lately refused to give a lot of some yards for the erection of a Mechanics' Institute—who daily vote to reduce, as the score of economy, the pensions of our veterans—may vote away to some Banks and to some privileged individuals a right of great value to the State—one which the President of the State Bank himself estimates may bring in a yearly income of $50,000. But they must not clothe their acts with vain appearances—with pretexts of humanity which all of us know have no earthly existence. The Orleans Navigation Company owes thirty thousand dollars to the Union Bank, one hundred and thirty-six to the State Bank, about thirty thousand dollars to Mr. Millaudon; if the State resumes possession of the privilege conceded to the Orleans Navigation Company, they lose their debt. Hence this opposition to the forfeiture of the charter of the Company—hence these public meetings—hence these embassadors in the lobby—hence the new born zeal of some gentlemen—hence these unaccustomed appeals to our community! This is the truth, sir. Widows and Orphans have no more to do with the sudden conversion of the Senate, than the waters of the Ganges with the crevasse now desolating a large portion of the Parish of West Baton Rouge.

I move to lay the bill indefinitely on the table.

Mr. Dufour said, I am sorry that the New Orleans delegation do not exhibit an unbroken front in reference to this matter. I do not concur in the remarks that have fallen from my friend and colleague from New Orleans, (Mr. Sigur,) in opposition to the bill. It will be recollected that a bill directing the Attorney General to institute proceedings for the forfeiture of the charter of the Orleans Navigation Company passed this body, and has not the concurrence of the other House. I voted for that measure, believing it to be a good and necessary one. I believe the Navigation Company has forfeited its charter, and being left without instructions from our constituents, to act at random, that we were bound to pass the act to procure the forfeiture. But, since the bill has passed, a manifestation of public sentiment in New Orleans has been made; the people of the First Municipality have expressed their views. I believe it to be a bona fide expression of their views, and differ from my colleague. It is not contended that the law which is passed is a bad one; but its effect, it is apprehended, will jeopardize the interests and advancement of that part of the city—that it will retard its improvement. To obviate this, my friend and colleague (Mr. Beebe,) has introduced this bill to suspend the operation of the law for six months, in order that the work may be carried into successful operation. The present indications for such a result are truly auspicious and encouraging. There are capitalists who are willing and ready to make the contemplated improvements. And what detriment can possibly ensue by granting a delay of six months to the present Company? My colleague has abused the old company, but he has not shown that this is not the wisest and best policy. If, after six months, they shall not have complied with the conditions imposed, the law authorizing proceedings against them, will be in full force, and take effect. I think we should yield to the proposition our ready assent. We are not here to carry out our own views or prejudices, or to make personal attacks and assail the motives of others, but to carry out the views of those who sent us to represent them: this is our paramount duty. I am ever ready to yield homage to public opinion. From the manifestation of public feeling in New Orleans, notwithstanding what my colleague has alleged, it is apparent that our constituents desire that the law we have passed should not immediately be put in force. That they are willing to indulge the company with a delay of six months more. In some things which my colleague (Mr. Sigur,) has said, I concur; in others I differ with him totally, and think he is wrong. I am not prepared to endorse his impassioned language and vehement denunciations. I concur as to facts, when they are established, but not in mere assertions. I trust that the Senate will listen to the application. The object is not to break down the law, but merely to suspend it for six months.

Mr. Drew said there were others interested in the work and in the property, besides those represented by the Senator from New Orleans, (Mr. Dufour.) The law authorizing proceedings to be instituted for the forfeiture of the charter of the company, had been reported by the Judiciary Committee, to whom had been referred an act authorizing the old company to lease out their privileges, as is proposed by the present bill. If the company have not, in fact, forfeited their charter, there will be no judgment of the Court decreeing it; and if they have, it is but just that they should at length pay the penalty. I think the indignation which the Senator from New Orleans (Mr. Sigur,) has expressed has a just and legitimate cause.

Mr. Moore said he should vote against the bill. The Orleans Navigation Company was an old acquaintance of his, as a legislator. It was an acquaintance of twenty years' standing. The territorial government had given it a perpetual charter. In 1831 a project was started by an eminent and enterprising citizen of New Orleans, then a member of the Legislature, but now no more, (Mr. Shepherd,) to give the company the full value, and a little more, for their interest, and to place the canal in a position to render all the advantages of which it was susceptible; but they refused, and, in consequence, the plan had to be abandoned. The result was, the New Orleans Canal was begun, as they refused to sell out for more than a fair valuation, or to keep the canal open. This occurred nineteen years ago. What has the company since done? Nothing. They have allowed the property to go to ruin and destruction. The work, in fact, is the property of the State. The company have no right to it. I shall vote against any further indulgence. Let the matter be brought before a Court of Justice, and in God's name if they have not forfeited their charter over and over again, let them continue to possess their privileges to the detriment of the city and State.

Mr. Adams said that the bill which had been passed, was unquestionably a harsh one, although he was ready to admit that the company have forfeited their charter. But the penalty should not be visited upon innocent stockholders and creditors. Their rights should be guarded, in any measure which the Legislature may adopt.

Mr. Van Wickle said, I happen to know something about the merits of this question. When the bill was passed which we are now called upon to suspend for six months, I raised my voice in favor of the parties interested in the company. I considered a great and manifest injustice was about to be done. I was then accused of interfering in matters that did not concern me. But I am glad to see that the Senator from New Orleans (Mr. Dufour) has changed his mind, and endorses the argument I then employed. In justice to the company, and to New Orleans, I hope the bill will pass.

Mr. Clark thought that the claims of the widows, and orphans, and innocent holders of the stock should not be sacrificed for the purpose of taking vengeance on the company.

The ayes and nays were called on Mr. Sigur's motion to lay the bill indefinitely on the table—10 ayes, 15 nays.

Mr. Beebe called for the adoption of the first section.

Mr. Sigur moved to amend, by providing that, at the expiration of fifty years, the property should revert to the State.

Mr. Dufour opposed this amendment, and called for the ayes and nays—10 ayes, 15 nays.

The section was adopted, and the balance of the bill was adopted.

Mr. Beebe moved a dispensation of the rules to pass it to its third reading, which motion did not prevail.

Mr. Phillips called up the bill for the advancement of medical science, appropriating $15,000 to the Medical College at New Orleans.

Mr. Moore moved to lay it on the table.

Mr. Ray objected to so summary a disposition of the bill.

The ayes and nays were called on Mr. Moore's motion to lay the bill on the table—12 ayes, 15 nays.

Mr. Phillips moved for the adoption of the first section.

Mr. Swayze opposed the bill, contending that the treasury was in no condition to meet such appropriations, and in support of his opinion, referred to the report of the Auditor of Public Accounts, showing the state of the public finances.

Mr. Adams took a similar view of the subject.

Mr. Phillips sustained the bill. He said that no one could accuse him with being prodigal with the public money. He descanted upon the beneficial results which had followed the establishment of the Medical College, and referred to the fact that, since its organisation the State saved $2500 per annum, which had previously been expended for procuring medical attendance at the Charity Hospital, but which duty had been undertaken by that institution. As to the objection, that there was no money in the treasury, he would state that such was not the case; and that, moreover, the appropriation was not to be paid all at one time, but by instalments.

Mr. Moore stated that it was from no hostility to the Institution that he voted against the bill, but from the fact that the condition of the finances did not admit of any appropriations other than those of the most indispensable character. It was to preclude the necessity of further taxation which the people were unwilling and unable to endure, that [illegible] this and similar appropriations.

[illegible] Adams made a similar explanation.

[illegible] Moore called for the yeas and nays—14 yeas—[illegible]

The balance of the bill was then adopted.

Mr. Cole called up the bill to make a further appropriation for the Barrataria and Lafourche Canal Company.

The first section appropriates $20,000 out of the Internal Improvement Fund.

Mr. Cole said—Mr. President—The bill is one of vital interest to a large and interesting portion of Louisiana, and I will briefly explain its object. The Barataria and Lafourche Canal Company was chartered in 1829. The Company has paid in a capital of $196,700 00. The capital of the Company was increased in 1832, by a dividend of profits payable in stock certificates to the amount of $13,700 00,—making the total capital of the Company $210,400. They have also received on account of stocks subscribed and partially paid for, but for which no certificates have issued $7,500 00. They have received for tolls since the commencement of their operations, $65,095 42. For lots sold in the town of Longueville $7,601 00. For profits on Citizens' Bank stock $3,825 12. For payment on account of stock since forfeited $2,180 00. By a donation from Derbigny and Le Breton, in consideration of the privilege of cutting ditches into the canal, $1,500 00.—They owe debts to the amount $16,779 63, making a total of $313,871 17. To which should be added interest on credit subscriptions and numerous other small items. This total amount is represented by twenty miles of canal—the land through which the canal passes—3-8 feet in width where it passes through prairie, and 182 feet where it passes through high lands, this land having been donated to the Company—80 slaves and two dredge-boats, and some other small items.

The whole distance included within the operations of said Company, from Bayou Black, in the parish of Terrebone, to the Mississippi river, is fifty-four miles, of which about twenty miles is canal, as follows: Between Bayous Black and Terrebone 67-80 of a mile; between bayous Terrebone and Lafourche 4 7-8 miles; between bayou Lafourche and des Allemands 12 43-80 miles, and between Lake Ouacha and the Mississippi river, two miles. This canal is thirty-two feet wide, and has a depth of water varying from six feet down to two feet. It is scarcely ever used for navigation except between Cossin de la Vacherie and the Mississippi river, owing to its obstructed and unfinished state, and has no locks or sluices, except at the Mississippi river, and these are almost worthless. The average income of the locks for the last four years has been about six thousand dollars per annum. The stock is owned as follows: By the State, 750 shares; in the city and parish of Orleans, 742; in the parish of Jefferson, 201; in the parish of St. Charles, 16; in the parish of St. Bernard, 19; Lafourche Interior, 40; Assumption parishes, 72; Parish of Terrebone, 105—all of which can be seen by reference to a reference to the records of the Company made in 1848, to the Legislature.

The object of the Company is to open a direct, permanent and safe communication with New Orleans for Jefferson, Lafourche Interior, Terrebone and St. Mary, and a passage for the Texas trade.

It has been objected against this bill that there is no probability of the stock of the Company being profitable, even if the canal should be finished.—This opinion has been based upon the expensive manner, the affairs of the Company have been previously conducted. Fourteen thousand seven hundred and ninety-five dollars were paid for salary of the President of the Board of Directors up to January, 1848, at which time the salary of the President was abolished at the request of Mr. Le Breton, then occupying that office. They occasionally paid as high as $1,800 00 per annum for a lock-tender at the Mississippi, and $1,200 a year for a carpenter to work on the Lafourche locks, which, when completed, would not open, and they appear to have been grossly imposed on by superintendents and fabricators of materials. The unfinished state of the canal which prevented vessels of any size entering the canal, by diminishing the profits has nourished this opinion of the future prospects of the Company.

The object of the appropriation asked for in the bill under consideration is to finish the canal, and the money will be used in making a lock at the Mississippi—one on the right and left side of the Lafourche, and one at the Bayou Terrebone—the locks to be about one hundred and thirty feet long, and the deposit will be cleared away. Col. Williams, the late State Engineer, made a proposition to complete the work for $40,000, but he wished to make it ten feet wider, which is unnecessary. The present State Engineer says the appropriation of twenty thousand dollars asked for in the bill under consideration will be sufficient, and I will read the answer of the State Engineer to certain interrogatories that I addressed to him to-day, in order to use his evidence to satisfy the objection of some Senators, that the canal will never be finished and will never will be profitable stock.

STATE ENGINEER'S OFFICE,
March 18, 1850.

Dear Sir:—In answer to your note of this date, I would state, that I am of opinion that with an additional appropriation of twenty thousand dollars for the Barataria canal I could undertake to complete the same. It would be necessary, of course, in addition to this to employ a portion of the State force on the work, and this I think could be at certain times, advantageously done. That this work is one of great utility, both to a fertile and interesting portion of the State as well as to the city of New Orleans, no one can doubt who is acquainted with the subject. The amount of work to be done is little compared with that which has been done, and it would be unfortunate for that which has been performed to be lost.

Respectfully,
A. D. WOOLDRIDGE,
State Engineer.

Hon. M. COLE, Senate Chamber.

P. S.—I have no doubt but that the tolls under a proper system of management, if the canal be completed, would be sufficient to re pay the State the amount loaned and render the stock valuable.

Thus it appears that the stock will be profitable, if any reliance is to be placed on the opinion of the State Engineer, and there can be no doubt but that this canal will be advantageous to New Orleans, Jefferson, Lafourche Interior, Terrebone and St. Mary. The distance from Houma, the county seat of Terrebone, to New Orleans, by the Bayou Black, Berwick's Bay and the Atchafalaya, is about five hundred miles, and only fifty-five miles by the canal to New Orleans. The parish of Terrebone makes about ten thousand hogsheads of sugar—from six to eight thousand of this goes to the North on account of the difficulties in shipping to the city. If the canal was completed, nearly the whole of the Terrebone crop would go to the city. A part of Jefferson, Terrebone, Lafourche Interior, St. Mary and some other parishes would thus have direct communication with the city. The coasting trade of Texas will eventually pass through it entering by Barataria Bay. Vessels can sail up nearly to New Orleans, and not have more than about ten miles to tow, whereas if they go the present route, they must be towed from the Balize to the city. Even now, when the locks are not finished, the tolls on water boats alone yield five thousand dollars a year. If they were completed, schooners and other vessels could enter, and the stock would become very valuable, and a large amount of commerce would be drawn to New Orleans, and the revenue of the State would be thereby augmented, and the facilities of trade would be increased.

I will now state, Mr. President, why the Senate ought to grant the appropriation asked. The State owns seventy thousand dollars of stock in this Company, or one-fourth of the total amount—if no aid is given, the State will lose what is already invested—for without it, the stock will be of no value—The stockholders will also lose their investment, and it will be great injustice on the part of the State, as she owns such a large proportion of the stock, to allow small stockholders who are scattered over several parishes to lose their little investments—they subscribed, believing that the State would aid to finish it; and it is not becoming in the noble and chivalrous State of Louisiana to allow these persons to lose the little they invested on their faith, in the determination of the State to finish the Canal, when she subscribed for one hundred shares at the time the charter was given. Senators ought not to permit the interest of the State to be neglected—they are bound by their oath to protect the State—if a man invests money in a plantation, and an expenditure of another sum is necessary to make it yield a revenue, if he is wise, he will cheerfully make it, and the State ought now to contribute this sum, and it will be repaid that may now be appropriated, and the canal will then be stock is valuable, her share in it of $70,000 or draw her share of the profits—the objection that the Canal will not be profitable is only imaginary, and is fully refuted by the letter of the State Engineer, that I have just read.—The amount of twenty thousand dollars asked in this bill is not a donation—it is a loan, and I will briefly explain its nature. The act now under consideration is for the Barataria and Lafourche Canal Company [illegible] thousand dollars out of the Internal [illegible] and to loan it to said Company, subject to the provisions of the act passed on the 20th December, 1848, to facilitate the completion of this Canal, appropriating ten thousand dollars out of the Internal Improvement Fund—now what are the main features of the act of 1848, in the provisions of which the twenty thousand dollars now asked will be engaged—they are these: that the State Engineer is authorized to contract with the Barataria and Lafourche Canal Company for the completion of the Canal. He is to complete it and to have the management of the work. The value of the work performed by the State and all money expended will form a lien on the property of the Company, and a bond will be executed in such form as the Attorney General may deem best, payable on or before the 1st of January, 1860, bearing 6 per cent. interest, and the whole revenue of the Company after the payment of necessary expenses, and the instalment on the existing debt to be over-annually paid into the State Treasury, until the whole amount advanced by the State, either in money or work shall be fully reimbursed.

Such are the characteristics of the act of 1848—the amount then appropriated was too small, and the State Engineer did not think it wise to commence the completion of the Canal, until a larger appropriation should be made.

The sum then appropriated with that now asked, will make a total amount of thirty thousand dollars, which the State Engineer says is sufficient to finish the work. I know there is great opposition in the minds of Senators to appropriate money at the present time, on account of the condition of the Treasury, but I hope they will remember, that the amount now asked is to be paid out of the Internal Improvement Fund and not out of the Treasury—that this fund consists of the proceeds of land donated to Louisiana by the United States, to promote the improvement of the State, and that no money could be appropriated, which would benefit a larger, richer and more interesting portion of Louisiana than the present appropriation is designed to aid.—This appropriation stands on a different base from others which are sought. The State is already interested to a large amount in this Canal, and Senators as guardians in part of her interests are bound to vote for the passage of this bill, so that the may not suffer by a total deterioration of the stock.

In conclusion, I would remark that I have full confidence in the liberality and honorable character of the members of this Senate, and I believe they will do what is right, and with full confidence in the justice of my demand, I cheerfully submit the bill to their judgment.

Mr. Swayze said, that in view of the condition of the Treasury, he should vote against all such appropriations of money.

Mr. Cole moved for the adoption of the section.

Mr. Peck called for the yeas and nays—14 yeas; 6 nays.

Mr. Cole moved a dispensation of the rules, which motion prevailed, and the bill underwent its final reading and passed.

Mr. Ray called up the resolution for the improvement of bayous Cocney and Dubonne.

Mr. Drew asked if the proposed improvement extended to Corney Bluffs.

Mr. Ray.—It is embraced in the resolution.

The resolution passed.

Mr. Cade called up the resolution directing the State Engineer to proceed to Milford's Bluff, and make a certain road. Passed.

The act for the relief of Daniel Myers, a veteran of 1814-'15, was taken up and passed.

Mr. Duncan called up the act for the relief of J. B. Wilkinson, Jr., Parish Superintendent of Plaquemines. Passed.

Mr. Peck called up an act for the relief of Drury M. Pritchard, Sheriff of the Parish of Catahoula—Passed.

Mr. Dufour called up the following bills, returned from the House:

Act to provide for the publication of the work of the Commissioners appointed to revise and consolidate the laws and statutes of the State.

Amendments concurred in.

Act to regulate the office of Attorney General.

Amendments concurred in.

Act relative to public advertisements in the parish of Orleans.

The Senate concurred in said bill.

Mr. Gaudet moved a dispensation of the rules to take up the act making appropriations for the Louisiana Legion, and other volunteer companies.

The Senate refused to dispense with the rules.

Mr. Swayze moved that the Senate adjourn until to-morrow at 9 o'clock, A. M. His motion did not prevail.

Mr. Sigur, of the Select Committee, to whom it was referred, reported favorably to

An act to amend an act entitled an act to extend the limits of the parish of Orleans.

On behalf of the Select Committee, to whom it was referred, Mr. Sigur also reported favorably to

An act to provide for the drainage of certain portions of the parishes of Orleans and Jefferson.

On motion, the Senate sat with closed doors on Executive business.

The doors being opened, Mr. Beebe obtained leave to introduce, without notice:

An act to amend an act to provide for the organization of corporations in this State, which was read twice, and was referred to the Judiciary Committee.

On motion, the Senate concurred in the substitute adopted by the House, to

An act for the relief of Antoine Toulouse.

Mr. Sigur obtained leave to introduce, without notice:

An act to provide for the assessment and collection of taxes in this State, which was read for the first time.

On motion the rules were suspended. The second reading of said bill was commenced, and amended and partly adopted.

Pending its consideration,

On motion, the Senate adjourned till to-morrow, at 9 o'clock, A. M.

Merchants' and Planters' (Mutual) INSURANCE COMPANY.

PERMANENT fund, by act of incorporation $300,000. DIRECTORS.

Wm. Laughlin,	I. S. Cutter,
Cuthbert Bullitt,	Ab'm. Van Ribber,
Joseph Menard,	Ig. Szymanski,
Elliott Robbins,	H. A. Bulkley,
Peter Marcy,	Wm. H. Pattison,
Kendall Dunbar,	Wm. Christy,
Samuel Jamison,	Charles Pride.

John Hall.

WM. LAUGHLIN, President.
CUTHBERT BULLITT, Vice President.
JOS. NASH, Actuary.
EDWARD RAWLE, Solicitor.
WM. CHRISTY, Notary.
JAMES JONES, M. D., } Physicians.
A. H. CENAS, M. D., }

The MERCHANTS' AND PLANTERS' INSURANCE COMPANY, having an amount subscribed in cash, and well secured notes, amply sufficient for all contingencies, is now prepared to receive applications and make insurance at their office, southeast corner of Natchez and Camp streets, on FIRE, MARINE and RIVER RISKS, and also upon the Lives of white persons and slaves.

This Company is established on the Mutual principle of Insurance, whereby every person insuring with it becomes interested in its success; and its profits are divided among its customers, payable in cash, instead of scrip.

New Orleans, Nov. 1, 1849. n5 1y.

New Spring Goods.

"Regular Wholesale Dry Goods Trade."

JOSEPH H. PALMER, offers by the piece and package a large assortment of SPRING GOODS; embracing all the leading staples of Foreign and American fabrics, viz.: Brown and bleached goods; Printed goods; Ginghams, Cottonades; Linens, Silks; Hosiery goods, etc.

J. H. PALMER, 13 Gravier street.

OFFICIAL.

Proposals for carrying the Mail in Louisiana.

Extract from the act of Congress of 3d March, 1845, section 18.

"*And be it further enacted*, That it shall be the duty of the Postmaster General, in all future lettings of contracts for the transportation of the mail, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference as to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation; nor shall any new contractor hereafter be required to purchase out, or take at a valuation, the stock or vehicles of any previous contractor for the same route."

Bidders will be careful to read the forms and instructions appended to this advertisement. They are requested to state, in their proposals, the mode by which they intend to convey the mail. Where the size and weight of the mails, or the speed called for in the schedule, shall require it, the contracts will be made for coach, steamboat or railroad conveyance, as the case may be; and, consequently, such routes will be let to bids proposing such mode of conveyance. In all other cases, the routes will be awarded to bids proposing the cheapest mode of transportation.

Railroad companies are specially notified that their regular bids are to be understood as including the supply of each office on the line of their respective roads, and every quarter of a mile from a depot. Separate proposals for offices more than a quarter of a mile off will be considered.

PROPOSALS for carrying the mails of the United States from the 1st day of July, 1850, to the 30th of June, 1854, inclusive, in Louisiana, will be received at the contract office of the Post Office Department, in the city of Washington, until 10 A. M. of the 18th of April, 1850, (to be decided by the 11th day of May, 1850) on the routes and in the manner and time herein specified, viz:

LOUISIANA.

6101 From New Orleans at 8 p m daily;
By Fort Pike, Pass Christian, Miss., and Pascagoula;
To Mobile, Ala., by 1 p m next day, 164 miles;
And back between 12 m daily and 7 a m next day.
The intermediate offices to be supplied twice a week in each direction, and as much oftener as the boats touch there.
Proposals for a schedule allowing more time to the trip, to be specified, will be considered.

6102 From New Orleans at 9 a m twice a week, Wednesday and Sunday;
By St. Charles, Bonnet Carre, Convent, Donaldsonville, New River, Bayou Goula, Iberville, Plaquemine, Manchac, Brulee Landing, Baton Rouge, Cobell's Store, Port Hudson and Waterloo;
To St. Francisville by 11 a m next day, 167 miles;
And back between 10 m Monday and Thursday, and 3 p m next days.
Bids for three trips a week are invited.
Proposals to supply by steamboat the principal intermediate points, with separate proposals to supply therefrom the neighboring intermediate points on the same sides of the river respectively by horse, will be considered.

6103 From New Orleans at 5 p m, three times a week, Tuesday, Thursday and Saturday;
By Red River Landing and Alexandria;
To Grand Ecore by 10 a m Friday, Sunday and Tuesday;
Thence to Shreveport by 6 a m next days, 500 miles;
Back to Grand Ecore between 3 p m Monday, Thursday, and Saturday, and 11 a m next day;
And to New Orleans between 1 p m Tuesday Friday, and Sunday, and 12 m Friday, Sunday, and Tuesday.
The Department may employ this service by an agent at New Orleans.

6104 From New Orleans at 9 a m, three times a week, Monday, Wednesday and Friday;
By Mandeville and Madisonville, to Covington by 6 p m, 34 miles;
And back between 5 a m Tuesday, Thursday, and Sunday, and 2 p m same days.

6105 From New Orleans at 1 p m daily, except Sunday.
To Lafayette city by 2 p m, 2 miles;
And back between 10 a m and 11 a m days.
Proposals to extend two of the weekly trips to St. Charles will be considered.

6106 From Covington at 6 a m, once a week, Tuesday;
By Parkersville;
To Lumsby by 7 p m, 38 miles;
And back between 7 a m and 7 p m Monday.

6107 From Greensburg at 6 p m once a week, Tuesday;
By St. Helena, Springfield and Pine Grove;
To Madisonville by 10 p m next day, 67 miles;
And back between 6 a m and 3 p m Tuesday.
Bids for a schedule allowing four days for the round trip will be considered.

6108 From Clinton at 4 a m, once a week, Friday;
To Liberty, Miss., by 11 a m, 25 miles;
And back between 1 p m and 8 p m.

6109 From Clinton at 5 a m, once a week, Monday;
By Woodland, Darlington, Greensburg, Fabius, and Oak Grove;
To Franklinton by 6 p m next day, 66 miles;
And back between 1 p m Tuesday and 8 p m [illegible]

6110 From St. Francisville at 1 p m, twice a week, Monday and Thursday;
To Pointe Coupee by 2 p m, 4 miles;
And back between 3 p m and 4 p m same day.

6111 From Port Hudson at 1 p m, 3 times a week, Monday, Thursday and Saturday;
By Mount Willing and Jackson;
To Clinton by 6 p m, 26 miles;
And back between 6 a m and 12 m same days.
Bids to commence at Baton Rouge, 15 miles further, omitting Port Hudson, are invited.

6112 From Baton Rouge at 6 a m, once a week, Monday;
By Burlington, Stony Point and Dunn's Mills;
To Greensburg by 11 a m next day, 48 miles;
And back between 8 a m Tuesday and 4 p m next day.

6113 From Baton Rouge at 6 a m, once a week, Monday;
By Cosh;
To Springfield by 11 a m next day, 45 miles;
And back between 1 p m Tuesday and 4 p m next day.

6114 From Plaquemine at 5 a m, once a week, Wednesday;
By Grosse Tete and Lavonia;
To Point Coupee by 9 a m next day, 58 miles;
And back between 1 p m Thursday and 7 p m next day, with 24 weekly trip between Grosse Tete and Pointe Coupee, leaving Grosse Tete at 9 a m Monday, and making the trips in 24 hours each way.

6115 From New River at 1 p m, once a week, Saturday;
To Live Oak by 4 p m, 7 miles;
And back between 9 a m and 12 m same days.

6116 From Donaldsonville at 1 a m, twice a week, Monday and Thursday;
By Cordier's Forge, Paincourtville, Assumption, Pattersonville, Centreville, Franklin, Charenton, Jeanerette, New Iberia, St. Martinsville, Breaux Bridge, Vermillionville and Grand Coteau;
To Opelousas by 11 p m next day, 160 miles;
And back between 1 a m Wednesday and Saturday, and 11 p m next day.

6117 From Thibodauxville at 6 a m, twice a week Monday and Thursday;
By Star and Thibodaux;
To Houma by 4 p m, 35 miles;
And back between 6 a m and 4 p m next days; with a third weekly trip to Thibodaux, leaving Assumption at 6 a m Wednesday, and returning by 6 p m.
Proposals for steamboat service to Thibodaux, and to commence at Donaldsonville, naming all the points to be supplied, and the number of weekly trips to be performed, will be considered.

6118 From Houma at 5 p m, once a week, Thursday;
By Bayou Black, Tigerville, Aligator, Bayou Ramman and Boeuf;
To Pattersonville by 6 p m next day, 56 miles;
And back between 8 a m Wednesday and 11 a m next day.

6119 From Pattersonville at 2 p m once a week, Wednesday;
To Perry's Bridge by 9 p m, 25 miles;
And back between 5 a m and 12 m.

6120 From Opelousas at 6 a m twice a week, Wednesday and Saturday;
By Washington, Ville Platte, Bayou Chicot, Holmesville and Cheneyville;
To Alexandria by 5 p m next day, 84 miles;
And back between 6 a m Monday and Thursday and 7 p m next days.

6121 From Opelousas at 5 a m once a week, Wednesday;
By Plaquemine Brulee and Big Woods;
To Baillou's Ferry by 7 p m Friday, 190 miles;
And back between 5 a m Saturday and 7 p m Tuesday.

6122 From Washington at 7 a m once a week, Wednesday;
By Big Cane;
To Bayou Rouge by 6 p m, 33 miles;
And back between 7 a m and 6 p m Thursday.

6123 From Red River Landing at 1 p m once a week, Friday;
By Fairview, Vidalia, Rifle Point and Water Proof;
To St Joseph's by 5 p m Sunday, 98 miles,
And back between 8 a m Monday and 2 p m Wednesday;
Proposals to end at Vidalia are invited.

6124 From Red River Landing at 4 p m once a week, Wednesday;
By Williamsport, the Village and Morganza;
To Pointe Coupee by 12 m next day, 34 miles;
And back between 4 p m Thursday and 12 m next day.

6125 From Holmesville at 7 a m once a week, Thursday;
By Bayou Rouge and Mansura;
To Marksville by 5 p m, 29 miles;
And back between 7 a m Wednesday and 5 p m.

6126 From Alexandria at 4 a m twice a week, Monday and Friday;
By Cotile, Cloutierville and Natchitoches;
To Grand Ecore by 9 p m, 85 miles;
And back between 4 a m and 9 p m Sunday and Wednesday.
Bids for three trips a week will be considered.

6127 From Alexandria at 8 a m once a week, Monday;
By Saline Mills, Saline and Sparta;
To Mount Lebanon by 5 p m Wednesday, 110 miles;
And back between 7 a m Thursday and 5 p m Saturday.

6128 From Alexandria at 6 a m once a week, Monday;
By Holmes Bend, Marksville, Mansura, Moreauville, Simmsport, Atchafalaya and Red River Landing;
To Fort Adams, Mississippi, by 10 a m Wednesday, 94 miles;
And back between 7 a m Thursday and 12 m Saturday.

6129 From Alexandria at 7 a m twice a week, Monday and Thursday;
By Big Creek and White Sulphur Springs;
To Harrisonburg by 4 p m next days, 58 miles;
And back between 7 a m Wednesday and Saturday and 4 p m next days;
Bids for three trips a week will be considered; also, bids to run by the Little River, and end at Trinity, omitting Harrisonburg.

6130 From Alexandria at 5 a m once a week, Friday;
By Kingston, Walnut Hill and Huddleston's;
To Burr's Ferry by 8 p m next day, 75 miles;
And back between 5 a m Wednesday and 8 p m next day.

6131 From Trinity at 6 a m once [illegible] day;
By Little Prairie, Parham [illegible] and Flowery Mound;
[illegible]

6132 [illegible]

6133 [illegible] 5 p m tri-weekly, Monday [illegible] and Friday.
[illegible]

6134 From Winter Fever at 8 a m once a week, Saturday;
To Kirk's Ferry by 10 a m, 15 miles;
And back between 11 a m and 3 p m same day.

6135 From Columbia at 6 a m once a week, Tuesday;
By Mount Pleasant, Ouachita, Vernon, and Dugdemona;
To Coyle by 6 p m next day, 70 miles;
And back between 6 a m Thursday and 6 p m next days.
Proposals to extend to Homer are invited.
Also to make two trips a week.

6136 From Columbia at 9 a m once a week, Friday;
By the [illegible] and Tensas Settlements;
To Harrisonburg by 5 p m next days, 50 miles;
And back between 7 a m Wednesday and 5 p m next days.

6137 From Winnsboro' at 1 p m once a week, Thursday;
To Scuff Prairie by 6 p m, 14 miles;
And back between 6 a m and 11 a m same day.

6138 From Chesterfield at 6 a m once a week, Thursday;
By Oliver's Ferry;
To Monticello by 8 p m, 30 miles;
And back between 6 a m and 6 p m, Friday.

6139 From Richmond at 6 a m twice a week, Monday and Thursday;
By Milliken's Bend, and Young's Point;
To Vicksburg, Miss., by 6 p m, 35 miles;
And back between 6 a m Tuesday and Friday and 6 p m.

6140 From Richmond, La., at 5 a m once a week, Wednesday;
By Bayou Macon, Chesterfield, Harricane, Winnsborough, and Oakley;
To Harrisonburg by 6 p m next day, 87 miles;
And back between 5 a m Friday and 8 p m next day.

6141 From Richmond at 5 a m once a week, Wednesday;
By New Carthage and Ashwood;
To Grand Gulf, Miss., by 8 p m, 45 miles;
And back between 6 a m Tuesday and 9 p m.
Bids for two trips a week will be considered.

6142 From Lake Providence at 7 a m once a week, Wednesday;
By Swan Lake, Lake Carraway, Monticello, Point Jefferson, and Prairie Mer Rouge;
To Bastrop by 6 p m next day, 76 miles;
And back between 7 a m Monday, and 6 p m next day.

6143 From Monroe at 7 a m once a week, Thursday;
By Winnsboro', Butler, and Mound Bayou;
To St. Joseph's by 3 p m Saturday, 98 miles;
And back between 7 a m Monday, and 3 p m Wednesday.
Bids to extend to Vidalia are invited.

6144 From Monroe at 5 a m once a week, Wednesday;
By Trenton, Forksville, Grove Hill, Colvin's Quay, Mount Lebanon, and Athens;
To Minden by 8 p m next day, 89 miles;
And back between 5 a m Friday, and 8 p m next day.

6145 From Monroe at 7 a m once a week, Tuesday;
By Bastrop;
To Hawkins's Landing, Ark., by 6 p m next day, 80 miles;
And back between 7 a m Thursday, and 6 p m next day.
Proposals to end at Bastrop will be considered.

6146 From Monroe at 4 p m twice a week, Tuesday and Saturday;
By Ouachita City and Marion;
To Farmersville by 4 p m next days, 55 miles;
And back between 4 p m Tuesday and Friday, and 4 p m next days.

6147 From Monroe at 5 a m once a week, Wednesday;
By Indian Village;
To Vernon by 8 p m, 40 miles;
And back between 5 a m and 8 p m Tuesday.

6148 From Vernon at 1 p m once a week,
To Colvin's by 7 p m, 17 miles;
And back between 6 a m and 12 m same day.

6149 From Minden at 5 a m once a week, Friday;
By Ringgold, Conshattie Chute, and Campti;
To Grand Ecore by 8 p m next day, 80 miles;
And back between 5 a m Wednesday, and 8 p m next day.

6150 From Minden at 7 a m once a week, Friday;
By Allen's Settlement, Flat Lick, Dorcheat, Pine Flat, and Red Land;
To Walnut Hill, Ark., by 7 p m, next day, 60 miles;
And back between 7 a m Wednesday, and 7 p m next day.

6151 From Minden at 11 a m once a week, Wednesday;
To Belleview by 4 p m next day, 50 miles;
And back between 7 a m Friday, and 12 m next day.

6152 From Shreveport at 5 a m once a week, Tuesday;
By Willow Chute, Belleview, Cypress, and Pineville,
To Walnut Hill, Ark., by 11 a m Thursday miles;
And back between 1 p m Thursday, and 5 p m Saturday.
Proposals to end at Red Land are invited.

6153 From Greenwood at 6 a m once a week Wednesday.
By Bethany, Texas;
To Pulaski by 6 p m, 34 miles;
And back between 6 a m and 6 p m Thursday.

6154 From Mansfield at 6 a m once a week, Monday;
By Pleasant Grove;
To Pulaski, Texas, by 6 p m, 38 miles;
And back between 6 a m and 6 p m Tuesday.
Query: Whether necessary?

6155 From Mansfield at 3 p m once a week, Monday;
By Ashland;
To Logansport by 8 p m, 21 miles;
And back between 6 a m and 12 m same day.

6156 From Mansfield C. H. at 5 a m twice a week, Tuesday and Saturday;
By Grand Cane, Keachie, and Blossom Hill;
To Greenwood by 8 p m, 42 miles;
And back between 5 a m Monday and Friday, and 8 p m same day.

6157 From Mansfield at 6 a m once a week, Monday;
By Durham's, and Williamsport to Keachie by 6 p m, 30 miles;
And back between 6 a m and 8 6 m Tuesday.
Proposals to extend to Shreveport are invited.

6158 From Many at 8 a m once a week, Tuesday;
By Mill Creek and Toro;
To Burr's Ferry by 7 p m, 40 miles;
And back between 6 a m and 7 p m Wednesday.

6159 From Fort Jesup at 12 m, tri-weekly, Sunday, Wednesday, and Friday;
By Pleasant Hill,
To Natchitoches by 9 p m;
Thence by Summer Grove
To Shreveport by 7 p m next day, 89 miles.
And back between 6 a m Sunday, Wednesday, and Friday, and 11 a m next day.

6160 From Grand Ecore at 4 a m, three times a week, Sunday, Wednesday, and Friday;
By Adair's;
To Fort Jesup by 11 a m;
By Many;
To Sabinetown, Texas, by 7 p m, 50 miles;
And back between 7 a m Monday, Thursday, and Saturday, and 7 p m.

6161 From Grand Ecore at 7 a m, once a week, Monday;
By Saint Maurice, Cedar Creek, Saline Mills, Leslie's, Wyatt's, and Harris's;
To Monroe by 12 m Wednesday, 90 miles;
And back between 6 a m Thursday, and 2 p m Saturday.

6162 From Grand Ecore at 7 a m once a week, Monday;
Along the bank of Red River;
To Shreveport by 7 p m Thursday;
And back between 7 a m Monday and 7 p m Thursday.
Proposals to carry only between Jordan's and Cypress Bayou, 50 miles, by a schedule, to be proposed by the bidder, are invited.

SPECIAL OFFICES.

Proposals are invited for supplying the following offices in Louisiana for the nett proceeds of said offices respectively, limited in each case to a sum to be named in the proposals.

Albany and Caddo from Greenwood, 18 miles, once a week.
Ashton from Lake Providence, 10 miles, once a week.
Bayou Pierre from Greenwood, 10 miles, once a week.
Carrollton from New Orleans, 7 miles, three times a week.
Dallas from Richmond, 12 miles, once a week.
DeGlaize from Bastrop, 10 miles, once a week.
Fausse Point from New Iberia, 9 miles, once a week.
Marksville from Sibils, 5 miles, once a week.
Milford from Baton Rouge, 14 miles, once a week.
Salt Spring from Sparta, 12 miles, once a week.
Spear's Store from Cherry Ridge, 10 miles, once a week.
St. Charles from Carrollton, 25 miles, once a week.
Taylor from Bonnet Carre, 11 miles, once a week.

Form for a Bid where no change from advertisement is contemplated by the bidder.

"I (or we, as the case may be) [here write the name or names in full] of [here state the residence or residences] hereby propose to carry the mail on No. from to as often as the advertisement requires, in the time stated in the schedule, and by the following mode of conveyance, to wit: [Here state how it is to be conveyed,] for the annual sum of $."

Form of a Guaranty to accompany each bid.

"The undersigned [here insert the name of the guarantor or guarantors] guaranties that, [here insert name of bidder or names of bidders, as the case may be,] if his (or their) bid for carrying the mail from to be accepted by the Postmaster General, shall enter into an obligation prior to the first day of July next, with good and sufficient sureties to perform the service proposed."

Dated

Form of Certificate.

The undersigned, postmaster of , certifies that the guarantors, above named are sufficient and able to make good their guaranty.

Dated

INSTRUCTIONS.

1. Seven minutes are allowed for opening and closing the mails at all offices where no particular time is specified; but on railroad and steamboat routes there is to be no more delay than is necessary to deliver and receive the bags.

2. The mail is to be conveyed in preference to passengers, and to their entire exclusion, if its weight and bulk require it.

3. Post office blanks, mail bags, and the special agents of the Department, on the exhibition of their credentials, are to be conveyed, without further charge, on mail lines admitting of such conveyance.

4. Mail agents are to be conveyed, without charge, on the principal railroad and steamboat lines where the size of the mails and the number of the offices will require their employment by the Department; and, in that case, a separate apartment for the assorting and safe-keeping of the mail is to be provided by the contractor, under the direction of the Department.

5. In all cases there is to be a forfeiture of the pay of the trip when the trip is not run; a forfeiture of at least one-fourth part of it when the running or arrival is so far behind time as to lose the connexion with a depending mail; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to that in the contract. These forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure and the importance of the mail.

6. Fines will be imposed unless the delinquency be satisfactorily explained in due time, for failing to take from, or deliver at, a post office, the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; or conveying it in a place or manner that exposes it to depredation, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamboat, which the contractor regularly runs on the route beyond the specified number of trips in the contract, and for not arriving at the time set; and, for setting up or running an express to transmit commercial intelligence in advance of the mail, a penalty will be exacted equal to a quarter's pay.

7. The Postmaster General may annul the contract for repeated failures; for violating the post office laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the department; for assigning the contract without the consent of the Postmaster General, or for setting up or running an express as aforesaid.

8. The Postmaster General may alter the contract, and alter the schedule, he allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required, or for the increased speed, if the employment of additional stock or carriers is rendered necessary; but the contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to the change. The Postmaster General may annul the contract, or curtail the service and pay, when he wishes to dispense with the service in whole or in part, or place a higher or different grade of service on the route, he allowing one month's extra pay on the amount dispensed with.

9. The payments will be made through drafts on post offices or otherwise, after the expiration of each quarter—say in February, May, August and November.

10. The distances are given according to the best information; but no increased pay will be allowed, should they prove to be greater than is advertised, if the places are correctly named.

11. The Postmaster general is prohibited by law from knowingly making a contract for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons, who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration to do or not to do, any thing whatever to induce any other person not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time, to wit: the 18th April next, at 10 a. m., or without the guaranty required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal not adjudged to be extravagant.

13. A bidder may offer, where the transportation called for in the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to intermit service a specified number of days, weeks or months. He may propose to omit an office that is inaccessible, or is not on the stage road, the railway, or at a steamboat landing, as the case may be; or he may offer to substitute an inferior mode of supply in such cases. He may propose different days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no mail connexion or other public accommodation is prejudiced. He may ask for more running time to the trip, during a specified number of days, at certain seasons of peculiarly bad roads; but beyond these changes, a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid not set aside for extravagance; and where a bid contains any of the above alterations, their disadvantages will be estimated in comparing it with other proposals.

14. There should be but one route bid for in a proposal.

15. The route, the service, the yearly pay, the bidder's name and residence, and the name of each member of the firm, where a company offers, should be distinctly stated; also the mode of conveyance if a higher mode than on horseback is intended.

16. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in [name the State and Territory,]" written on the face of the letter; and should be despatched in time to be received by or before the 18th April next, at 10 o'clock a. m. It should be guarantied, and the sufficiency of the guarantors should be duly certified. (See forms.)

17. The contracts are to be executed by or before the 1st July next.

18. Postmasters at offices situated upon or near railroads, but more than 80 rods from a depot, will immediately after the 11th May next, report that fact to the Department, stating their exact distance from the railroad depot, and how otherwise supplied with the mail, to enable the Postmaster General to direct the proper supply to be made from the railroad by mail messengers, from and after the first July next.

19. Under the Act of March 3, 1845, the route is to be let to the lowest bidder, tendering sufficient guaranties for faithful performance, without other reference to the mode of transportation than may be necessary to provide for the due celerity, certainty and security of such transportation.

When the lowest bid proposes a mode of conveyance that is inadequate for the route, in respect to the certainty, security and celerity of the mails, aside from any accommodations for travel, it will not be entitled to the route.

20. When the bid does not name a mode of conveyance, it will be taken and understood to be for the lowest mode of conveyance, to wit, on horseback. When it proposes to carry according to the advertisement, and no mode of conveyance is stated for the route in the advertisement, it will be considered as offering only for horseback conveyance.

21. Since the passage of the act of March 3, 1845, a new description of bid has been received. It specifies no mode of conveyance, but engages to carry the mail with certainty, celerity and security, using the terms of the law. These bids are called, from the manner in which they are designated on the books of the Department, "*star bids*." It has been decided, after mature consideration, that a bid proposing a specific mode of conveyance of as high a grade as two horse coach transportation is to be preferred to the star bid. The experience of the Department enables it to lay down the following rules, viz:

When the mail on the route is not so large as to require two-horse coach conveyance, a star bid, if the lowest, will be preferred to the specific bid.

22. When the mails are of such size and weight as to render it necessary or expedient, in reference to them alone, to provide two-horse coach conveyance, the specific bid, though the highest, will be preferred to the star bid, to the extent of a moderate difference in the compensation, in case the difference is not such as to interfere with the policy of the new law, which looks to a reduction in the cost of transportation. Exceptions, however, may be allowed, where the star bid is made by the present owner of the stock on the route, and it is manifest that the reasons for preferring the specific bid do not exist in his case.

23. On routes of the highest class, where four horse coach or steamboat transportation is required by the size and importance of the mails, the preference for the specific bid will be, if necessary, carried to a greater extent of difference than on the inferior coach routes, subject, however, to the exceptions above stated.

24. A modification of a bid, in any of its essential terms, is tantamount to a new bid, and cannot be received so as to interfere with regular competition, after the last hour set for receiving bids.

J. COLLAMER, *Postmaster General*.
POST OFFICE DEPARTMENT, January, 1850.
j21—law—4tw.

AUCTION SALES.

Important Sale of 111 Lots of Ground in the First Municipality—Without Reserve.

BY J. A. BEARD, Auctioneer.

WILL be sold at Auction, on SATURDAY, May 11th, at 12 o'clock, at Banks' Arcade—Without Reserve—The following described property, situated in the First Municipality, viz:—

1. Thirty Lots of Ground, in square bounded by Canal, Customhouse, Tonti and Rocheblave streets, First Municipality. Fine high ground, and is under a good picket fence, with some division fences.

2. Twenty Eight Lots of Ground in the square bounded by Customhouse, Bienville, Tonti and Rocheblave streets, high ground and under a good picket fence and cross fences.

3. A certain Lot of Ground in the square bounded by Canal, Customhouse, Broad and Dorgenoy streets.

4. Two certain Lots of Ground fronting on Canal, Carondelet and St. Louis streets, between Rocheblave and Dorgenoy streets.

5. Twenty Four Lots of Ground in the square bounded by Tonti, St. Louis, Napoleon and Alexander streets.

6. 26 Lots of Ground, in the square bounded by Salomon, David, Toulouse and St. Peter streets.

The above property is worthy the attention of speculators. The localities of the lots is superior to any lots property sold this season. The titles are perfect, the purchasers to put themselves in possession, and to assume the payment of assessment of the Draining Company's charges.

TERMS—One-third cash, balance at 6 and 12 months' credit, for notes bearing mortgage on the property, the purchasers having the privilege of discounting their notes at the rate of 10 per cent per annum. All notes made payable at the State Bank of Louisiana.

Plans are exhibited at the Arcade and Lithographic Plans can be obtained at the office of the Auctioneer.

Acts of sale before A. C. Ainsworth, N. P., at the expense of the purchasers.

All sales must be completed within one week from date of adjudication. If the sales are not completed within one week from date of sale, the property will be re-sold for account and risk of purchasers after three days notice in two of the city papers, without further notice of legal default.

Without Reserve, on Account of Departure.
Family Residence on Esplanade st., Third Municipality.

BY J. A. BEARD, Auctioneer.

THURSDAY, April 25th, 1850, at 12 o'clock, will be sold at auction, at the St. Louis Exchange, without reserve, on account of the owner leaving for Europe—

A CERTAIN LOT OF GROUND, with all the improvements thereon, situate in the square bounded by Esplanade, History, Craps and Greatmen sts., measuring 47 feet, more or less, on Esplanade street, by a depth of 130 feet, between parallel lines.

The improvements comprise a very comfortable and well-built Brick Residence, having 7 rooms in the main dwelling, 5 gallery rooms on the gallery, bath rooms, butter pantry, kitchen, store house, coach house, stables, water in the upper rooms, carriage gate-way, yard paved, and having all the comforts for a respectable family residence.

TERMS—$3000 cash, $3000 at one year, the balance at two years credit, for notes bearing mortgage on the property, which, if not paid at maturity, to bear interest at the rate of 8 per cent per annum. The property is subject to 22 shares on the Consolidated Association Banking Company, in annual instalments of $192 per annum until paid, according to charter, in 17 years. Propositions will be received for private purchase previous to sale.

Act of sale before T. O. Stark, N. P., at the expense of the purchaser. a20

For account of former purchasers—Valuable Residence on Conti, between Derbigny and Roman sts., with a pasture in front.

BY BONNEVAL & BENIT.
Office No. 54 Toulouse street.

THURSDAY, 25th instant, at 12 o'clock, at the St. Louis Exchange, will be sold at auction, the following property for account and risk of Mr. Edmond R. Bourse, who has neglected to comply with the terms of the adjudication made to him on the 13th of this present month:

A certain Lot of Ground situated in Faubourg Treme, in the square bounded by Conti, Roman, Derbigny and Bienville streets, measuring 27 feet front on Conti street, by a depth of 130 feet 3 inches and 2 lines, between parallel lines.

Together with all the improvements thereon, comprising a good and new House, divided into two distinct tenements, with a pasture in front; a good and new frame kitchen, cisterns, &c. The buildings are covered with slates, and are in first rate order, and built of good materials.

A certain Lot of Ground adjoining the above described property, having the same dimensions.

TERMS—For the improved property, the purchaser to assume the payment of the following notes: 1st, $316 66, due on the 7th of July, 1850; 2d, $250, due on the 19th of July, 1850; 3d, $250, due on the 19th of October, 1850, and the balance cash.

For the vacant Lot, the purchaser to assume the payment of a note of $[illegible] 66, due on the 25th of July, 1850, and the balance cash. The buildings are insured.

Acts of sale before A. A. Beaudoin, Esq., Notary Public, at the expense of the purchasers. a20

Field Hands and Six Arpents of valuable Land fronting on the River, at about five miles above New Orleans—Estate of the late Belthasar Saulet.

BY N. VIGNIE, Auctioneer.

BY virtue of an order from the Honorable the Third Judicial District Court of the State of Louisiana, in and for the parish of Jefferson, dated March 7, 1850, will be sold at public auction, on Thursday, April 25, 1850, at 12 o'clock, in the Rotunda of the City Exchange, St. Louis street, between Royal and Chartres streets, for account of said succession, the following described tracts of land and slaves, to wit:

Six Tracts of Land, being part of the plantation of the late B. Saulet, in the parish of Jefferson, on the right bank of the Mississippi river at about five miles above the city of New Orleans, bounded on one side by the property belonging to the estate of the late A. N. Destrehan, and on the upper side by the plantation of Messrs. Murphy & Gardanne, the whole according to a plan drawn by A. d'Hemecourt, deposited in the office of T. Guyol, notary Public in the city of New Orleans. Tracts numbers One and Two, measure each one arpent and twenty-five feet front on the river by seventy-nine arpents deep between parallel lines. Tracts numbers Five, Six, Seven and Eight have an equal width fronting on the river, but when measured on a line drawn in the middle of the public road they have the following measures, all French: tract number five, 156 feet 1 inch; lot number six, 156 feet 4½ inches; lot number seven, 156 feet 7½ inches; lot number eight, 156 feet 10½ inches by 79 arpents more or less in depth, each of said tracts numbers five, six, seven and eight open by about 57 minutes so that they have the following width in the rear: lot number five, 390 feet 7 inches; lot number six, 391 feet 5 inches; lot number seven, 398 feet; and lot number eight 393 feet 9 inches. Together with all the building and improvements on said eight lots of ground as well as 212 shares of capital stock in the Citizens' Bank of Louisiana attached to the same, as follows: On lots numbers one, two, and seven, 25 shares on each lot; and on number five, 27 shares; on each and every lot; on number five, 27 shares; on numbers six and eight, 37 shares on each and every lot.

BAGUETTE, a negro boy, aged about 10 years.
CELIANNE, a negro girl, aged about 14 years.
JOHN, a negro boy, aged about 12 years.

TERMS AND CONDITIONS.—For the six tracts above described the purchaser will assume the payments of the following stock notes, due to said bank on the 1st of January, 1851, and renewable every year according to the charter of said bank. On lots 1, 2 and 7, $740 on each and every lot. On lot number 5, $799 [illegible]. On lots numbers 6 and 8, $986 on each and every lot; for the balance of adjudication ½ cash, and the balance on a credit of 1, 2 and 3 years in notes secured by mortgage on the property. For the slaves ½ cash and the balance on a credit of 6 and 12 months, in notes secured by mortgage on said slaves, endorsed to satisfaction.

Notes that are not paid at maturity will bear interest at the rate of 8 per cent per annum until fully paid, as a penal clause only.

Acts of sale before T. Guyol, Notary Public, at the expense of the purchasers. Lithographic plans can be had at the Auctioneer's office.

m 19, a9, a23, 24, 25.

LANDING ex ship [illegible] from Genoa—[illegible] [illegible]

AUCTION SALES.

THIS DAY.

Groceries, Provisions, Liquors, &c.
BY MORPHY & NEVIUS.

THIS DAY, 23d inst., at 10 o'clock, will be sold at auction, No. 37, Magazine street, Bacon, Hams, Sides and Shoulders, Beef, Pork, Mackerel, Codfish, Tobacco, Segars, Candles, Soap, Starch, Havana and Rio Coffee, Sugar, Tea, Butter, Lard, Brandy, Gin, Whiskey, Port, Madeira, Claret and Champagne Wines. ap23-1t

Cargo of brig Urano, from Malta.
BY SYKES, HYDE & CO.

ON THIS DAY, 23d inst., at 5 o'clock, will be sold on the Levee, opposite the Beef Market, the cargo landing from the brig Urano—

600 boxes Oranges;
41 bbls Pies;
141 frails Dates;
4 bags Beans;
8 bbls Tun Fish;
10 do Herring;
220 boxes Deutsche Cheese
2014 Flag Stones;
15 boxes Maraschino;
143 do Maccaroni and Vermicelli.
3 bags Sponge;
50 bbls Chestnuts;
200 boxes Lemons;
[illegible] do do;
27 bbls Currants;
16 bags Canary seed;
16 bbls Anchovies;
54 bales Stock Fish;
11½ casks Sweet Oil;
34 Stone Flower Pots;
15 bags Twine;
6 boxes and 30 jars Pickles
1 bbl Prunes, &c., &c.

Terms at sale. a23

Superior Family of Slaves.
BY J. A. BEARD, Auctioneer.

WILL be sold at auction on TUESDAY, 23d April, at 12 o'clock, at Banks' Arcade, a family of slaves of excellent character, viz:

EVELINE, 21 years, an excellent washer and ironer and American cook, and her children

PEYTON, 8 years, and JEFF, 3 years, likely and intelligent.

These slaves come well recommended, and are sold under a full guaranty against the vices and maladies prescribed by law.

Terms—Cash.

Acts of sale before T. O. Stark, at the expense of the purchaser. a20

No. 1 Washers and Ironers and good Creole Cooks.
BY J. A. BEARD, Auctioneer.

WILL be sold at auction on TUESDAY, 23d April, at 12 o'clock, at Bank's Arcade, the following described valuable domestics, sold for no fault:

1. The negress HANNAH, a Creole woman, aged 40 years, a superior French cook and a good washer and ironer, and her daughter

2. NININE, a griffe, aged 19 years, a superior house servant and excellent washer and ironer and good cook, very likely.

3. MARY, a negress, 32 years, a good Creole cook and a very superior washer and ironer.

The above slaves are not sold for any fault, and come well recommended under a full guaranty against the vices and maladies prescribed by law, Hannah sometimes drinks.

Terms—Cash.

Acts of sale before T. O. Stark, N. P., at the expense of the purchasers. a22

Boots, Shoes, Brogans, Hats, &c.
BY MORPHY & NEVIUS.

WEDNESDAY, April 24th, 1850, at 10 o'clock, will be sold at their auction store, 37 Magazine street—

300 cases Boots, Brogans, Shoes &c., comprising a general assortment for men, women, boys, youths, misses and children.

4 cases assorted Clothing

50 do Silk, Moleskin, Beaver, Russia and Maryland Hats. a22

Fancy Dry Goods
John Shankes—H's Creditors.
BY JOHN VIGNIE, Auctioneer.

BY virtue of an order from the Honorable the Fifth District Court of New Orleans, will be sold at public auction on SATURDAY, 27th April, 1850, at 10 o'clock, A. M., at store No. 159 Poydras street—

The contents of said store, consisting chiefly of Dry Goods, fancy articles, etc., etc. The whole surrendered by John Shankes to his creditors.

Terms—Cash. a23

DOMESTIC AND FOREIGN GOODS
BY J. B. PETERMAN.

THURSDAY, 25th April, 1850, will be sold at 10 o'clock, at the auction rooms, No. 8 Carondelet street,
10 cases light fancy prints
10 bales 4-4 brown sheetings, best brands
12 cases bleached do.
5 do 4-4 colored cambric "Mackintosh"
6 bales red Kersey, do
[illegible]

[illegible]

Terms liberal at sale.

Catalogues will be ready, and Goods can be examined early in the morning of sale. a23

Succession of the late Mrs. Eliza Nickel Olivier, widow of the late Paul Mathis Anatole Pechaud deceased.

VALUABLE REAL ESTATE IN THE FIRST DISTRICT OF THE FIRST MUNICIPALITY, ETC., ETC.
BY JOSEPH LE CARPENTIER.

BY virtue of a decree rendered by the Second District Court of New Orleans, on the [illegible] April, 1850, [illegible] THURSDAY, the 2[illegible] at 12 o'clock, M., at the St. Louis Exchange, the following property—to wit:

1. A Lot of Ground, situated at the corner of Chartres and Conti streets, measuring [illegible] inches front on Chartres street [illegible] feet [illegible] inches in depth [illegible]

[illegible]

3. A Lot of Ground on Chartres street, [illegible] No. 2, measuring 16 feet [illegible] inches and [illegible] by 92 feet [illegible] inches in depth, together with the three story store thereon, bearing No. 31.

4. A Lot of Ground on Chartres street, [illegible] No. 3, measuring 17 feet 7 inches [illegible] feet 8 inches in depth, together with the three story store thereon, bearing No. 33.

5. A Lot of Ground on Chartres street, [illegible] No. 4, measuring 17 feet 7 inches and [illegible] by 92 feet 8 inches in depth, together with the three story store thereon, bearing No. 35.

6. A Lot of Ground forming the corner of Dauphine and Conti streets, measuring 33 feet 4 inches front on Dauphine and 93 feet on Conti street, including the passage or alley hereafter mentioned, together with the two story brick house thereon bearing No. 8 on Dauphine street.

7. A Lot of Ground adjoining the one last mentioned, measuring 23 feet front on Dauphine street, and 93 feet in depth, together with the passage or alley hereafter mentioned, and the improvements, a two story brick house, bearing No. 8.

8. A Lot of Ground adjoining the preceding one, measuring 33 feet 4 inches front on Dauphine street, and 93 feet in depth, including the passage or alley hereafter mentioned, together with a two story brick house thereon bearing No. 80.

9. A Lot of Ground adjoining the preceding one measuring 46 feet 7 inches and 4 lines front on Dauphine street, and 93 feet in depth, together with the large two story brick house thereon, bearing No. 79, with the enjoyment of a common alley. The lots Nos 6, 7 and 8, above described, are bounded on the rear by an alley opening on Conti street, used in common by the four preceding lots.

10. A Lot of Ground on Royal street, between Bienville and Customhouse streets, measuring 32 feet front, by 126 feet 2 inches in depth, together with the two story brick house thereon, bearing No. 44.

All the above houses are rented under lease up to the 31st of October, 1850, the rent payable monthly. The rent of tenement, under articles, Nos. 1, 5, 9 and 10, is payable in notes drawn by the tenants to their own order. The rents on the above property will commence on the first of June, 1850, for the account of the purchasers.

11. A Lot of Ground situated in faubourg Marigny, measuring 27 feet 8 inches front on Elysian Fields, and 120 feet in depth in the square bounded by Elysian Fields, Greatmen, Casacalvo and Marigny streets.

12. 236 Shares of the Capital Stock of the Pontchartrain Railroad Company, of $100 each, paid in full.

13. 99 Shares of the Capital Stock of the Levee Steam Cotton Press Company, of $100 each, paid in full.

14. 2 Shares of the Capital Stock of the New Orleans Navigation Company, of $100 each, paid in full.

15. 13 Shares of the Barataria and Lafourche Canal Company, of $100 each, paid in full.

CONDITIONS—All the Stocks for cash, and the landed property one fourth cash and the balance on a credit of six, twelve and eighteen months, for approved endorsed notes, in suitable coupons, secured by special mortgage on the property, and bearing interest after maturity, if not punctually paid, at 8 per cent per annum.

Acts of sale before T. Guyol, Notary Public, at the expense of the purchasers.

N. B. The plans of the above described property, made by L. Surgi, are to be seen at No. 114 Chartres street, and said plans will be exposed at the St. Louis Exchange, three days before the sale.

a21, m1, 8, 15, 21.

Extensive Credit Sale of Cigars.
BY MORPHY & NEVIUS.

MONDAY, 29th April, 1850, at half past 10 o'clock, A. M., will be sold, at R. Vail's, Cigar Importer, No. 37 Common street, to close sundry consignments—

800,000 Havana Cigars;
[illegible] Paper Cigars;
[illegible] Picadura

The above articles are guaranteed imported direct by the vendor from Havana.

Terms—Under $300, cash; under $500, ninety days; under $1,000, four months; over $1,000, six months, for paper endorsed to the satisfaction of the vendor, or discounted at the rate of 10 per cent. per annum.

On the Catalogues, which will be ready for inspection on the day previous to sale, will be found a full description of quantities, qualities, brands, &c. ap16

Store and Dwelling Fronting the River at Madisonville, without Reserve.
BY J. A. BEARD, Auctioneer.

SATURDAY, May 4th, 1850, at 12 o'clock, will be sold at Auction, at Banks' Arcade, without reserve, the following described property, situated in the town of Madisonville, viz:

A certain LOT OF GROUND, situate at the corner of St. Joseph and Water streets, fronting the river, said lot measures 42 feet front, by a depth and front of 390 feet on St. Joseph street. The improvements comprise a Two Story Dwelling, with Store below, Kitchen, Ice House, Store House, Stabling, &c., in the rear.

This property is one of the best stands in the town.

TERMS OF SALE—$900 Cash, balance at one and two years' credit, with mortgage on the property, bearing 6 per cent interest from date to maturity, and if not then paid, 8 per cent per annum.

Notes to be divided into coupons, in sums to suit the vendors.

Acts of sale before H. B. Cenas, Esq., notary public, at the expense of the purchaser. a20

Valuable Lots of Ground situated on Customhouse street.
BY BONNEVAL & BENIT.
Office, No. 54 Toulouse street.

WILL be sold at auction on THURSDAY, the 25th instant, at 12 o'clock, at the St. Louis Exchange—

Two certain Lots of Ground, situated in Faubourg Treme, in the Square bounded by Customhouse, Canal, Franklin and Treme streets, adjoining each other, and measuring, each, 26 feet, 7 inches and 5 lines front on Customhouse street, by 114 feet deep between parallel lines.

The lots are well filled up and fenced in—banquette made and paid for.

Terms—One-fourth cash; balance at 6, 12 and 18 months credit, for notes without interest or endorser bearing mortgage until paid.

Act of sale before A. Gorlinourt, Esq., notary public, at the expense of purchasers.

SEWING SILKS—3 cases American; 2 do Italian; 3 do India, high colors, for sale by
DE FORREST & CO. 31 Customhouse st.

MARINE

Atlantic Steam[illegible]

From Liverp[illegible]

HIBERNIA, CAMBRIA, AMERICA, for Boston, New Y[illegible], Boston

From Americ[illegible]

EUROPA, HIBERNIA, CAMBRIA, AMERICA, from New Y[illegible], Boston, New Y[illegible], Boston

Port of New Orlean[illegible]

Cleared Yeste[illegible]

Ship Mediator, Bideus, for New[illegible]
Brit ship Wm Ward, Scouller, [illegible]
Brit ship Charles Saunders, [illegible]
Bark Saranac, Yates, for Cha[illegible]
Sard bark Orbita, Ferarlugs, for[illegible]
Brig R Kilock, Kilock, for Ma[illegible]
Brig Franklin, Bowden, for Bos[illegible]
Brig Lenora, Watts, for Baltim[illegible]
Schr H Lexanton, Taber, for [illegible]

Arrived Yeste[illegible]

[illegible]

COMMERCE &[illegible]

REGULAR PAC[illegible]

For ATTAKA[illegible]

[illegible]