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The privileges of Annual Advertisers is limited to advertisements strictly within the line of their business, and in extent to one square every other day.

THE DAILY BEE.

Monday Morning, April 16th, 1855.

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

THE CASE OF ESTRAMPES.

The *True Delta* of yesterday publishes the following important piece of information:

Yesterday Secretary Marcy sent a telegraphic despatch from Washington to this city, making enquiries as to whether Estrampes, who was recently garroted at Havana, was really a citizen of the United States or not. A search of the records of the Fourth District Court shows that Francois (Francisco) Estrampes, a native of Cuba, arrived in New Orleans in 1844. He was then a minor, and under the age of 18 years, and the proper steps being taken, he acquired the rights of citizenship when he became of age. These facts were immediately transmitted to Washington by telegraph, and a certified copy from the minutes of the Court, with the names of the witnesses, &c., was at once prepared and sent on to the Secretary of State by mail.

The *True Delta* likewise reproduces a passage from its Havana correspondent's letter of the 8th instant, in which it is stated that Gen. Concha has prepared testimony to show conclusively that Francisco Estrampes was not a citizen of the United States, and that his papers, so representing, were forged, or procured by fraudulent representation.

Whatever may be the upshot of the difficulties existing between the United States and Spain; however other questions may be solved, it appears to us that the execution of Estrampes can scarcely be included in the list of those "outrages," which the Cuban authorities are so frequently accused of perpetrating. Estrampes may have been a naturalized citizen of the United States, but having taken advantage of the act of amnesty of last year, and returned to Cuba, he placed himself voluntarily under the jurisdiction of her laws. But the real point at issue is this: Estrampes goes back to Cuba, engages in revolutionary enterprises, is discovered, arrested, tried, and convicted, makes a free and full confession of his designs, glories in them, announces them boldly and aloud even at the foot of the scaffold, and suffers the punishment of death. Have we a right to quarrel with Spain on the ground that Estrampes was a citizen of the United States, in the teeth of the facts showing that he left his adopted and repaired to his native country for the express purpose of executing purposes which, by the laws of every power, are considered treasonable and punished severely? Place ourselves in the position of Spain: Suppose here in New Orleans, we were in continual fear and dread of a popular outbreak and foreign invasion, that our vigilance was aroused to the highest degree, that every precautionary measure had been taken to avert the peril, and that in the midst of our apprehensions we were to detect a conspirator, professing to hail from the very country from which a lawless descent on our shores was expected, engaged in the work of stirring up insubordination, and exciting the people to revolt. What would be the course of the authorities? Would they not seize the suspected individual and try him by our own laws, regardless of his native or acquired allegiance? And suppose that having been convicted of the offence of treason, he should make ample acknowledgment of the same, and should suffer the penalty prescribed for his crime, would we not stand justified in the eyes of the civilized world for the deed? Would we not laugh to scorn the idea of the power which claimed the conspirator as a citizen or subject, considering itself as outraged and insulted, and demanding satisfaction? This is the true way to illustrate the proposition.

It need not be said that we are no apologists for Spain. There are difficulties enough between her and us, which will have to be settled, and which may possibly require the arbitrament of the sword. But honestly and frankly we do not regard the execution of Estrampes as a legitimate cause of quarrel. In the language of a cotemporary, "no treaty, no form of government, not even our Federal Constitution ever contemplated any other than a domestic trial, in a domestic Court, of persons or parties plotting the destruction of society, and consequent civil war. The highest duty of all Governments, from that of a family up to that of a nation, is to protect itself, in its own way, by its own domestic law. The courts of Cuba, especially its military courts, are harsh and hard courts, in our Anglo Saxon estimation; but Estrampes had such a court and just such a trial as Pinto had, or as Concha himself would have if arrested for treason."

CITY PRINTING.

The act of the 20th March, 1850, published by us on Saturday morning, appears to have elicited general attention. It will be remarked that while the law has no bearing whatever upon the selection of an official paper, nor upon the privilege of such journal to publish the proceedings of the Council and the ordinances, it distinctly specifies that all advertisements which are required to be published in the Parish of Orleans, by virtue of any law, order of Court, or *municipal ordinance*, shall be published in French and English, &c., "provided, that all advertisements in the French language shall be inserted in a newspaper published in English and French." Under the head of advertisements to be published by virtue of municipal ordinances, is included a mass of advertising such as notices of contracts to be adjudicated, opening of streets and the like, which are and must be published in the French as well as English language, and the law emphatically declares that the French advertisements shall be inserted in a paper published in English and French. This law was well understood, and faithfully observed by the predecessor of Gen. Lewis in the Mayoralty, and all advertisements of a municipal character were published in one of the several papers printed in both languages. We presume the law has been overlooked by the present incumbent and by the late Council. Nevertheless, it is all important that it should be scrupulously obeyed, for many pecuniary transactions seriously involving the interests of the City might be invalidated, or at least disputed on the very ground that the act of the Legislature relative to advertisements had not been complied with.

The City Charter has nothing in reference to this subject. The 19th section makes it the duty of the Mayor to publish the ordinances and resolutions passed by the Common Council in a newspaper to be selected by the Council. It does not restrict that officer to such paper alone, nor if it did, would such restriction prove operative, while the act of the 20th March, 1850, remained upon the statute-book. That act has never been repealed. In 1853 an act was passed relative to Sheriff sales in the country, which, by an inadvertence, included the Parish of Orleans, and provided that advertisements of such sales should thereafter be published in English only. To this extent was the law of 1850 modified, but at the next meeting of the Legislature in 1854, the error was rectified and the law restored to its full meaning and intent. With this temporary exception the act of 1850 has remained in full force from the period when it first went into effect.

Report of the Jackson Railroad.—We invite attention to the report of the President and Directors of the New Orleans, Jackson and Great Northern Railroad, which appears in our columns.

☞ The Stockholders of the New Orleans Jackson and Great Northern Railroad Company, are reminded that the annual election for Directors will take place THIS DAY, between the hours of 10 and 2 o'clock, at the office of the Company.

De Bow's Review.—Our thanks are due E. W. Johnson & Co., 69 Camp street, for a copy of the April number of De Bow's Review.

Another Gun from Virginia.—On Saturday the 7th, an election for municipal officers took place in Portsmouth, Va., and resulted in the success of the American party by a decisive majority. The vote stood, Fiske, American, 586, White, Democrat, 436. Fiske's majority, one hundred and fifty. The Norfolk Beacon, commenting on the result, says:

"This is doing well—it tells for itself; the American feeling is aroused in Portsmouth; its slumbering energies are waked up; they tell in thunder tones that the tyranny of party shall rule no longer. Notwithstanding between thirty and forty Master and Boss workmen were appointed on the Democratic Committee of Vigilance to watch American voters, the result is triumphant to the American cause."

The whole Council ticket elect is of the same stripe as the Mayor. Portsmouth, at the last Presidential election, gave between 300 and 400 majority for Pierce—now it gives 150 for the Americans. Does not this look like the latter being whig trick, or like democrats withdrawing by scores from the order?

☞ The body of an unknown German woman was found in the woods, in the twenty-third ward of Philadelphia, with her throat cut. The coroner investigated the matter, when a verdict of "murder by some person unknown was rendered of 'murder by some person unknown was rendered. A razor was found in her pocket closed, but not bloody. A bottle of laudanum was also in her pocket.

☞ The joint committee of the Massachusetts Legislature, appointed to investigate the matter of the late visit of a committee of the Legislature to the Roxbury Nunnery, held a session on the 7th inst. The editor of the Advertiser appeared before the committee and affirmed to the truth of their published statement. It was finally resolved by the committee to examine the inmates of the institution, and also the members of the committee who made the visit.

By Telegraph!

Transmitted to the New Orleans Bee.

[By the Southern Line.]

From Havana and Mexico.

CONTRARY ACCOUNTS.

THE REVOLUTIONISTS SUCCESSFUL.

Charleston, April 13.—The steamship Isabel has arrived at this port, with dates from Havana to the 10th inst., being the same as received by the Philadelphia at New Orleans.

Many assassinations had occurred during the holidays. Senor Rebentos, the manager of the railway, and lawyer Cattra, had been liberated by Concha, but are allowed to travel in Europe.

The British steamer Clyde arrived at Havana on the 8th inst., in six days' passage from Vera Cruz. By her, the Courier has advices from the revolution, said to be six days later than those received by way of New Orleans. Everything indicates the speedy fall of Santa Anna. Moreno's disaffection, subsequent capture, and execution were all a fable to entrap Alvarez.

Col. Zires was recently discomfited at Cazores, his whole regiment dispersed by the revolutionists, and three in attempting to cross the Pasmageyo River were drowned.

Governor Maxime Ortes on a march from Pachuca to Tehuantepec, fell into an ambuscade, and his whole force of six hundred men was nearly annihilated.

Accounts from the South are favorable to the cause of the revolutionists. Alvarez is supreme in Guerrero. It is the universal opinion that Santa Anna will be obliged to fly the country, and it is also evident that the allied European powers stimulated Mexican internal commotions, to bring Mexico on their side, and identify her with Cuba.

☞ Prof. Agassiz has just received the appointment of Professor of Natural History in the University of Edinburgh, and has declined it. His present salary at Havard College is $1,500. The Edinburgh salary is $10,000, and this immense disparity Prof. Agassiz has overlooked in his desire to mould and develop the scientific learning in this country. Prof. Agassiz stands at the head of the scientific men of the world, and, from his position, is able to accomplish more than any other man for the cause of science in America. He has cast his lot with us, and is both willing and determined to establish science upon its firm basis, and to bring to light the hidden resources of this new continent.

The Ship James Weston.—The circumstance of the ship *James Weston* of Baltimore, having been encountered at sea in a leaky condition, abandoned by the Captain and crew, has created considerable excitement, in consequence of the reported discovery of auger-holes in the bottom of the vessel, and the presumption of a design to sink her. A portion of the crew had arrived at Baltimore, and the *Patriot* of that city gives the following as their statement:

Statement of the Crew.—The portion of the crew who arrived yesterday, consist of Mr. Jason, first mate, Mr. J. Packwood, second mate, four boys, the cook and steward. Mr. Jason states that the ship appeared to be leaky before she got out of the Chesapeake Bay, but as it is well known that new ships mostly leak a little at first, no notice was taken of it. When three days out, a very severe gale occurred, which stranded the ship very much, and caused great fears for the safety of the masts. During the gale the water in the hold increased, and the seams of the sides and decks appeared very open and admitted the water quite freely. The Captain then concluded to steer for St. Thomas.

All hands were now engaged at the pumps, night and day, for twenty-one successive days. The crew were worn down with fatigue, and were all, with scarcely an exception, laboring under dysentery and an eruptive disease, both of which were supposed to arise from the bad condition of the drinking water, which had become so brackish as to be almost unfit for use. In this situation they were spoken by the Holland brig Two Friends, bound to Savannah, which lay by them several hours, the sea perfectly calm. There being only about 70 gallons of drinkable water aboard the ship, and the brig having none to spare, the Captain concluded that the only course left for him was to abandon the ship, as she had six feet water in her hold, and all the efforts of the crew could not gain on it, besides which, they were incapable of making further exertions. The fact of auger-holes having been bored in her is inexplicable. The ship was abandoned on the 25th February. On board the brig it was found necessary to put the whole crew on an allowance of water. Soon after, three of the men were taken off by the ship Bombay, for Boston, four on board the Island City, for Galveston, and the balance, consisting of the Captain and the crew above mentioned, on board the Lucy L. Sperry, for Wilmington, N. C.

Captain White's Letter.

A letter was yesterday morning received by Messrs. Cheston from Captain White, which seems to have been written before he had any knowledge of his ship having been taken up derelict. This letter states that she sprang aleak two days after leaving the Chesapeake, and the wind blowing very heavy, the vessel made more and more water, and from 6th Feb. to 25th the pumps were kept constantly going, but it was found impossible to keep her free. On the 25th February, abandoned her, and went on board the Dutch brig Two Friends, from Amsterdam, bound to Savannah. On the 16th March, part of the crew were transferred to the ship Bombay from Calcutta, bound to Boston, and on the 27th March, the captain, mates, cook, steward and four boys were transferred to the schooner Lucy L. Sperry, from St. Thomas, bound to Wilmington, N. C., at which latter place they arrived on the 14th inst. The ship was abandoned in lat. 31 N., lon. 40 W., having at the time six feet water in her lower hold, and one foot between decks. The letter of the Captain gives no further details, but states that he had been in great trouble, and would be able to give entire satisfaction to his owners and underwriters on reaching Baltimore.

Mr. Jason represents the sufferings of the crew up to the time of abandoning the vessel to have been very great. The pumps were kept going night and day, and for the last ten days all hands were sick with the dysentery, and nearly all were getting the scurvy from drinking brackish water. The water rose over the water tanks, and thus spoiled the water for drinking purposes. If they could have obtained water and one or two well men from the Two Friends, they would have still attempted to save the vessel, but she was also short of water, and Captain White deemed it utterly impossible under the circumstances to take her into port. The caulking of the ship was so bad that a knife could be run through it, and up to the time of her abandonment she seemed to be leaking in every seam. It is supposed that the swelling of the timber ultimately stopped the leak, which prevented her from sinking during the three days she remained afloat after she was abandoned. The crew have no knowledge of the auger-holes said to have been bored in her, and doubts the truth of the statement made by the salvors.

Specie for the Crimea.—We were startled a few days ago by the statement that seventy-five tons of coin had been engaged as part of a cargo of a vessel now loading here for Constantinople. We learn to-day that the shippers are anxious to engage forty-five tons more, having 120 tons to ship. Lest this heavy shipment of coin should alarm the Wall street financiers, we may as well add that it is all in kreutsers, (the copper coin of Germany, nearly equal in value to our cent,) and comprises a collection made probably from the money brought out by emigrants. It was taken by the vessel at eight dollars per ton freight. When it arrives the Musselmans will be well supplied with "small change."—*Journal of Commerce.*

☞ The Washington *Star* has received very late advices from Spezzia. The United States sloop of war St. Louis, Commander Ingraham, sailed from that port on the 15th of March, ult., for the United States. The Cumberland and Saranac were there at that time. All were well on the three ships. At sunrise, on the 1st, Commander Ingraham hoisted the St. Louis flag, and Commodore Stringham hoisted his broad pennant on the Cumberland, his flag ship. As the St. Louis sailed out of port she was saluted with three hearty cheers from the crews of the other ships, which her crew vociferously returned.

☞ A riot occurred at Oxford, N. Y., on the 6th, among the Roman Catholics, in consequence, as the report goes, a certain excommunicated member being ordered out of the church by the Priest. The services were suspended and a general fight ensued outside the building between the Roman Catholics and Protestants. The result was not serious.

Election in Augusta.—The election for Mayor and twelve Councilmen came off at Augusta, Geo., on Monday, and was conducted, as the papers inform us, with remarkable quietness and order. The Chronicle states that the Know-Nothings were overwhelmingly triumphant in every ward except the second, electing their Mayor and eleven of the twelve members of Council. Walker, the anti-Know-Nothing Councilman elected in the second ward, had a majority of three votes only.

The vote for Mayor was: Wm. E. Dearing, American, 691; S. W. Fleming, opposition, 346. Majority for Dearing 345. The Councilmen elect are: F. Blodget, Jr., A. V. LaRoche, W. M. Hight, Wm. H. Mahaney, E. J. Walker, J. M. Dye, R. Cosley, W. H. Stark, J. D. Buss, L. G. Bastford, J. K. Jackson and Wm. H. Goodrich.

Election in Louisville.—The *Journal* of the 9th says:—The average majority of the American party in the election of the four general offices in contest was 1,290. The largest Whig majority ever cast in the city of Louisville was given in 1844 when the friends of Mr. Clay obtained a majority of 1,290, being 30 more than the present American majority, but it must be remembered that, in the Presidential election, many votes were legally cast here by persons living elsewhere. The Hon. Wm. Preston obtained a considerably larger majority for Congress in 1852, but, although he ran as the whig candidate, he obtained a very heavy German democratic vote, and the result was universally understood to be no test of the strength of parties.

THINGS IN WASHINGTON.

Washington, April 7.—A fresh rumor is now started from this city, to the effect that a new and formidable expedition against Cuba is now on foot,—that the President is in favor of it, and will wink at it,—and that Mr. Marcy proposes to hold Cuba responsible for the execution of a naturalized citizen of the United States, Estrampes. There is no truth in any of these reports; and it is well known that they are manufactured and kept afloat by persons connected with the Cuban Junta, on the score of obtaining money from the Cuban fund. When that fund, said to have [illegible] to a million last year, shall be exhausted, we shall have no more either of actual or [illegible] filibusterism.

Commodore McCauley, an experienced and discreet officer, and only by name to be the best sailor in the Navy, has been appointed to the command of the [illegible] Squadron, and will probably proceed in the San Jacinto, to his station, which is on the Cuba coast.

Bloody Affray at Elizabethtown.—We learn, says the Louisville *Journal*, that on Saturday Thomas B. Brown, Esq., clerk of the court at Elizabethtown, was shot and killed by Mr. W. S. English, merchant of that place. Some unpleasant words passed between the parties in the street, and Mr. Brown went into his office and Mr. English into his store. Both came out shortly afterwards, and Mr. English shot Mr. Brown with a gun, killing him we understand on the spot. We are not informed whether Mr. Brown displayed a weapon or whether he had one upon his person.

We knew Mr. Brown quite well. He seemed to us an amiable and kind-hearted man, but he sometimes indulged a little too freely in the use of ardent spirits. We believe he had but recently recovered from a severe wound received by him in his last encounter with our friend Dr. B. R. Young. We deeply sympathize with his family. He leaves a son who has talent enough to win a distinguished reputation.

Another Victory.—An election for municipal officers in Indianapolis, Indiana, resulted in the success of the whole Know-Nothing ticket over that of the Sag Nichts by about 300 majority.

A Fair Proposition.—Emile Girardin, the editor of *La Presse*, has published a pamphlet called *La Paix*, in which he proposes that in order to spare the susceptibilities of Alexander II, and to enable him to make peace without disgracing the beginning of his reign, France should call upon England to destroy Gibraltar, by way of setting an example to Russia to consent to the destruction of Sebastopol!

☞ Letters from Paris by the Baltic mention the anticipated death of Martin Van Buren, Jr., in a very sudden manner. Although he had for a long time been visibly approaching his end, under the fatal influence of consumption, still his death was comparatively without premonition; for, as he was seated at the dinner table, it is stated that his head fell forward on his breast and he expired without a word or a groan. Every manifestation of sympathy was shown for his distinguished father, and a large number of Americans and others accompanied the remains to their temporary resting place in the cemetery of Montmartre.

☞ We learn from the Lynchburg Virginian, that Graham, the perpetrator of the crime at Wytheville, was taken into custody last Wednesday week, about twelve miles from that place, and lodged in jail.

☞ The street sweeping machines in New York city, with 14 machines and 23 tenders, have since Monday removed upwards of 4000 loads of street dirt from 4 wards.

☞ Sufficient returns have been received from the Iowa election, to show that the whig State officers have been elected by a larger majority than was received last August.

☞ The Halifax Chronicle of April 1st, says: "Yesterday morning the brig America arrived from Boston with her complement of the new troops, amounting to about 90 in all. They were landed in the course of the afternoon at the Queen's wharf, and marched up to the quarters in the Military Hospital. They are principally Germans, healthy looking men, but of all conceivable degrees of stature."

The strike at Manchester, N. H., has proved a complete failure. The factories are now all in operation, having procured hands from Lawrence, Nashua, Lowell and Blackstone, and made no concession whatever.

The English papers tell us of the recent promotion of Wm. Nichol Burns to a coloneley, and of his brother Jas. Glencairn Burns, both sons of the poet, to a lieutenant coloneley, in the British army.

Orders have been received at the Navy Yard at Philadelphia, that the steamer San Jacinto has been selected as the flag ship of the Gulf Squadron, and she will probably leave to-morrow for Havana. The steamer Susquehanna has also been ordered to be held in readiness for sailing.

CITY INTELLIGENCE.

The Race of Saturday.—There perhaps has never been a greater concourse of people at the Metairie track than that which assembled on Saturday to witness the contest between the world renowned champions Lexington and Lecomte. Bets were made very freely, the odds being in favor of Lexington, and a large amount of money must have changed hands on the occasion. Everything betokened a race of great interest, but the multitude was doomed to be very sadly disappointed. The first heat of four miles was run, but the owner of Lecomte concluded to withdraw him thereat, lest he should disable him by running the next heat. The race for the first four miles was ably sustained, but the story is briefly told. Lexington took the track and kept it throughout, and on the fourth mile Lecomte yielded the field to Lexington, who reached the stand amidst the most enthusiastic cheers.

When the time for starting for the second heat arrived, Col. Wells asked permission to withdraw his horse, which was acceded to by the judges, and Lexington was proclaimed the winner of the race, to the disappointment of thousands of spectators, and to the overwhelming chagrin of the friends of Lecomte.

SUMMARY:

Saturday, April 14.—Jockey Club Purse $1000—with an inside stake of $2500. Four mile heats.

R Ten Broeck's b c Lexington, by Boston, out of Alice Carneal—4 y o. (Gilpatrick)	1	1
T J Wells' ch c Lecomte, by Boston, out of Reel—4 y o	2	dr

TIME:

First mile	1:49½
Second mile	1:51
Third mile	1:51
Fourth mile	1:52¾
	7:23¾

This race, unsatisfactory as was the result, decides the question of championship between these two horses, who are undoubtedly the fleetest that have ever met on any race track in modern times.

St. Charles Theatre.—We are glad to learn that the manager of the St. Charles Theatre has effected a short re-engagement with the Ravels. They are announced to play for two nights more—Tuesday and Wednesday nights. The fairy pantomime, Raoul," will be presented each evening.

The Bunyan Tableaux.—Owing to the complete success with which he has exhibited this panorama thus far in this city, and in compliance with the urgent request of several citizens, Mr. Greenwood has concluded to keep the Banyan Tableaux on exhibition here for two days longer. The proceeds of this evening will be appropriated for the benefit of the Coliseum Place Baptist Church.

The Balloon Ascension.—The balloon ascension which Mr. Godard proposed to make yesterday did not come off, owing to the bursting of the balloon after it was about two-thirds filled, by a gush of wind driving it against one of the posts of the square. There was a large crowd assembled to witness the ascension thus unfortunately prevented.

Board of Health.—The members of the Board of Health are requested to meet at the Mayor's office, City Hall, to day at 12 o'clock.

Benefit of Mr. F. N. Thayer.—The complimentary benefit to Mr. F. N. Thayer, which has been talked of for some time past, comes off to-night at the St. Charles Theatre. Mr. Thomas Placide, Mr. James Browne, Mr. George Holland, Mr. DeBar and Mr. Charles Pope have volunteered and will appear on the occasion, besides several other popular performers. The performances will consist of the comedy of "The Poor Gentleman," and the burlesque of "Bombastes Furioso," in each of which the cast is a capital one. The talented and estimable beneficiary has many friends and admirers in New Orleans, and we doubt not the St. Charles will be filled by them to-night to overflowing.

Charity Hospital.—The following is the report of the Charity Hospital for the week ending yesterday morning, the 15th:

Admissions	181
Discharges	174
Deaths	28

Sixth District Court.—*Application for a Mandamus.*—Assistant Alderman Fabre on Saturday applied for a writ of mandamus, to be directed to Mayor Lewis and Recorders Bright and Jackson, commanding them to permit petitioner to act as a member of the Police Board, and to exercise all the functions appertaining to the office of Recorder of the Second District of the city. The prayer for the mandamus was prefaced by allegations to the effect that petitioner was, on the 9th day of April, duly elected Recorder *pro tempore*, and that he had been duly commissioned to exercise the full functions of his office; that Clement Ramos, the Recorder of the Second District, has been impeached by the Board of Assistant Aldermen, and suspended from the further exercise of the functions of Recorder until the final disposition of said impeachment, and that when, from any cause, said Recorder is incompetent to perform the duties of his office, petitioner has a full and legal right to perform all the duties belonging to the office of Recorder. Now, one of the rights and duties of the Recorder of the Second District is to sit as a member of the Police Board, and at a recent session of that body, petitioner, though he claimed his right to a seat, was not permitted to enjoy it by the Mayor and Recorders Jackson and Bright, which act, on the part of the Mayor and the two Recorders named, petitioner deems to be unlawful. A rule was granted requiring the Mayor and Recorders Bright and Jackson to show cause on Tuesday next why a mandamus should not issue.

The Captains of the Police of the Second and Third Districts also applied on Saturday to Judge Cotton for a writ of *quo warranto*, addressed to the Recorders Ramos and Jackson, requiring them to show cause why they continue to exercise the functions of Recorders, notwithstanding the fact that they have been impeached by the Board of Assistant Aldermen, and that in virtue of said impeachment they were rendered incapable of exercising the functions of their respective offices during its pendency. An order was issued requiring the Recorders on Tuesday next to show cause why the writs, as prayed for, should not issue.

Fatal Accident.—A sailor named Davis O'Neal, a seaman on board the ship Symonds, was killed almost instantly on Saturday afternoon, by falling into the hold of that ship, lying at Algiers. The deceased was a native of Ireland, and 23 years of age. The Coroner held an inquest and returned a verdict of "Death from concussion of the brain."

Accident.—On Saturday last, as a carriage in which were two ladies and a gentleman, was passing over the new Shell Road, the horses attached became unmanageable from fright, and dashed along the road at full speed, placing those within the vehicle in the most imminent danger. Mr. E. Wooldridge, of this city, who was returning from the race on horseback, gave the carriage chase and overtook it, and succeeded in stopping the frightened animals before any harm had been done the party. In performing this gallant act, however, we regret to learn, Mr. Wooldridge had his shoulder badly dislocated, and was otherwise severely, though not dangerously injured.

Robbery.—On Saturday evening, as the steamship Prometheus was coming up the river, three of the steerage passengers, two of them named Widner, and one named Hill, seized a fellow passenger named Joseph Henry Martin, under the pretence that he had robbed Amos Widner in California of $1,600, and drawing knives and pistols forced him, ordered him to give up the money. He at first refused, when one of the Widners snapped a pistol at him three times. Believing that his life was in danger, Martin gave up the money he had on his person, about $800. He made a complaint to the Chief of Police on Saturday evening, [illegible] and they were arrested and lodged in the [illegible]. They are in custody [illegible] the Widners [illegible] of the same offence in California, that he had a regular trial and proved his entire innocence.

TO THE STOCKHOLDERS OF THE New Orleans, Jackson and Great Northern Railroad Company.

Gentlemen—Agreeably to law, the President and Directors have the honor to lay before you a report of the administration of the affairs of the company for the last year.

Louisiana Division, 88 miles from New Orleans to State Line.

During the past year this division of the railroad, extending from the company's depot on Calliope street to Osyka, two-thirds of a mile beyond the Mississippi State line, has been completed. The first train for the transportation of passengers and freight passed over the road on the 6th of August last, and daily trains to and from New Orleans have been running since that date. When this division of the road was opened for transportation, it was doubted whether the receipts would equal the running expenses. Experience, however, shows that the travel and traffic are greater than was anticipated, and that the income exceeds the expenses of transportation, including the repairs both of the road and the machinery.

Under all the circumstances, the road may be regarded in very good order for transportation. The roughest portion is from the city depot to the edge of the trembling prairie, a distance of fourteen miles. A suitable gang of men, working with an engine and train of dirt cars, are employed in bringing material from the higher portions of land to lift up and ballast sections of the swamp where the material on the spot is not suitable for a permanent embankment. Except the first mile out of the city, the roadway formation to the edge of the trembling prairie is of earth.

Near the fourteenth mile commences the trembling prairie, which is a marshy bog, composed of layers of vegetable matter and earth, occasionally separated by a stratum of river clay from one to six inches thick. This formation is from eighteen to twenty-five deep, being several feet below the bottom of the average depth of the lake. The prairie is from two and a half to four miles wide, extending from Bayou Labranche, by the shore of Lake Pontchartrain, to within two miles of the mouth of the New Canal, a distance of fourteen miles. The rear of the prairie is bounded by an irregular line of wood swamp, nearly parallel with the opposite bends of the Mississippi river, the river being from two to two and a half miles distant. The road passes by a straight line, four and three quarter miles long, obliquely across the prairie to Bayou Labranche. The roadway formation over the prairie is of crib work, four feet high, resting upon a plank foundation. It must be fresh in the memory of most of the stockholders that it was confidently predicted by many of our citizens, supported by engineers of liberal attainments, that the construction of the prairie was impracticable. Yet we have the satisfaction to report that no portion of our line preserves its adjustment better; and though heavy engines and trains pass over it daily, it is now, as it was on the opening of the road, the portion over which we travel with the greatest speed and comfort.

From Bayou Labranche we reach the lake shore, passing one mile over a firm and comparatively high swamp. Here the road is constructed for nine and one-half miles along a ridge nearly parallel with the lake, and from four hundred to fifteen hundred feet distant therefrom. The ridge is composed of sand and clay, with an admixture of lake shells. This portion of the road is very permanent, requiring scarcely any repairs, and is equal in quality to any similar length of road in the country. Near the thirtieth mile, the line diverges from the northwestern shore of Lake Pontchartrain, passing diagonally through the neck of the land which divides Lake Maurepas from Pontchartrain, crossing the north and south branches of Pass Manchac, within a mile of their confluence with Lake Maurepas. The passes are crossed by substantial pile bridges, one 1900 feet in length, and the other 700 feet, each provided with draw bridges for the convenience of the lake trade. The bridges across the passes are perfectly firm, not the slightest variation being observable from their original adjustment after eight months test under heavy locomotive trains. Leaving the north pass, the road continues by a direct line to the pine lands which are reached near the forty-sixth mile.

From near the thirtieth to the forty-sixth mile, the road—except the bridges over the Passes Manchac—is supported upon cypress crib-work, about four feet high, constructed from timber procured on the spot. The whole of this division, sixteen and one-third miles long, is low, swampy and heavily timbered, and except three-fourths of a mile of firm prairie next to the pine lands, is similar to the swamp lands in rear of the city. The lowest ground occupied by the road is at the depot on Calliope street; and a causeway as firm and durable as either of the shell roads leading from the city to the lake, may be made on every portion of the line from New Orleans to the highlands. An engine and two trains of ballast cars are employed in bringing earth from the highlands to fill up the swamp from the 30th to the 36th mile, while as before stated, another engine and train are employed in filling up and ballasting the road between the city and Bayou Labranche. Within two years the whole of this work may be completed, at comparatively small expense, and without inconvenience, when the first 46 miles of our railroad, often pronounced impracticable, will not be surpassed by mechanical efficiency by any road in the country.

The sharpest curves on this division are segments of a circle nearly four miles in diameter, while the whole line is level. The crib-work is built over the trembling prairie of heart pine; over the swamps of cypress.

Before any of these structures decay, they will have been substituted by embankment. Already we find the sills have ceased to settle, and but little labor is required in repairs. A speed of from 30 to 30 miles an hour over the crib-work is both safe and agreeable.

At the time of commencing the railroad, public opinion was much divided as to the merits of several proposed routes for leaving the city.

After a series of very thorough instrumental surveys, the present location was selected from its marked superiority over all others.

The line of location from the city to the 46th mile on the highlands exceeds an air line in length 7½ miles, while the line of location from the 46th mile to Jackson, 137 miles, exceeds the length of an air line only 32 miles. At the risk of being tedious we have ventured to be thus particular in describing that portion of the road which passes from New Orleans over the prairies and swamps to the pine lands in the parish of Livingston.

If there are still those among us who doubt the feasibility of building a safe and substantial railroad along the line of our selection, and at an average not exceeding the cost per mile of Northern railroads, we would respectfully invite them to enter our morning train any day, at 8 o'clock, which will afford an opportunity of inspecting the whole swamp division in two hours.

From the 46th mile to the State line, or Osyka, 42 miles, the road passes over a flat country, well wooded with pine. The soil is an admixture of sand and clay, and the surface has an average inclination towards the Gulf of Mexico of about four feet to a mile. Except two slight deflections to the East, this portion of the road is straight; it is in good running order, and from the abundance of timber and gravel along the line, may be so maintained at small cost.

First Mississippi Division, extending from Osyka, or the Louisiana State Line, to Jackson, 95 miles.

The first annual report of the Board of Directors showed that this division of the road had been placed under contract and the work commenced. J. T. Grant & Co. were the contractors for constructing the first forty miles, and DeGraff, Linsley & Co. for the second section extending from the 128th mile to Jackson, 55 miles.

By request of the Board, Grant & Co. have limited their operations to the first 26 miles of their section. Seventeen miles of this distance are now ready for receiving the rails, and the grading of the remaining seven miles will soon be completed. Grant & Co. are prepared to commence vigorous operations on the remainder of their work, whenever the Board of Directors may issue the order. By mutual consent, the contract of DeGraff, Linsley & Co. has been cancelled. After cancelling this contract, the Board of Directors entered into a contract with Latimer, McKie & Co. for the first 15 miles of the 55 which compose this section. The remaining 40 miles leading to Jackson are now at the disposal of the Company.

Second Mississippi Division, extending from Jackson to Canton, 23½ miles.

The 10th section of the Mississippi Act of incorporation requires that the New Orleans, Jackson and Great Northern Railroad Company shall adopt as part of their main line the road of the Canton and Jackson Railroad Company, previously chartered, and at the time in progress of construction. This requirement was no burden to our Company, on the contrary, we gladly accepted the proposition of a union of interest with the respectable parties who were in pursuit of the same great object of public improvement. Causes which will be hereafter explained, have prevented our completing this portion of the road as early as originally anticipated; but we have the satisfaction to believe that the parties interested are well assured of our good intentions, and that they may rely on our best exertions. In November last, the Board of Directors contracted for the iron to lay the rails on this division of the road. We have advices from England that the iron has been manufactured, and more than half the quantity has been already shipped for New Orleans. The roadway formation of the Canton and Jackson division of the necessary timber is in place for laying down the superstructure. We have every reason to believe that this division of the road will be opened for transportation towards the close of the present year.

Third Mississippi Division, extending from Canton to the Tennessee River, 204 miles.

The act of the Legislature of Mississippi incorporating the Company and granting it the right of way, did not confine it to any fixed route north of Canton. In October, 1852, an act was passed authorizing the Canton, Kosciusko, Aberdeen and Tuscumbia Railroad Company to transfer to this Company all their rights, powers, privileges, franchises, immunities, subscriptions, etc. The Board of Directors of this Company, deeming the route which the Mississippi Company had adopted from Canton to the Tennessee river a favorable one, with the exception of the line above Aberdeen, which they were not obliged to follow, agreed to accept a proposition made by the Mississippi Company to merge that Company in this. The subscriptions to its stock in Monroe county, amounting to $460,000, were also to be transferred, and a guarantee was to be given by the Mississippi Company that $92,000 of the subscription would be collected and paid over to this Company by the first day of June, 1853. The remainder was to be paid by instalments, when called in by the Board at New Orleans. It was also conditioned that all moneys collected from the stockholders in the Mississippi Company should be locally expended, that is, in the counties where the stockholders reside, and that if the subscriptions were not punctually paid, the Board of Directors of this Company might annul the act of transfer at their pleasure. A contract or agreement to that effect was entered into by the two companies on the 28th April, 1853, after a majority of the stockholders of the Mississippi Company had assented to the transfer, as required by the act of the Legislature which authorized it.

Contracts for the graduation, masonry, and bridging of seventy miles of the road, or twenty miles above and fifty miles below Aberdeen, Monroe county, were then entered into, with the understanding that the contractors were to look wholly to the collections made in Monroe county from the original stockholders for their payment. No other part of the work between Canton and the Tennessee river has been put under contract. On the seventy miles contract, work to the amount of one hundred and eleven thousand dollars has been performed, but the contractors have not been paid in full, as the total collections from stockholders up to that time do not amount to as much as they had promised to pay by the first of June, 1853, viz: $92,000, only about $85,000 having been collected, of which a portion has been applied to the purchase of real estate for a depot at Aberdeen.

The subscribers in Monroe county not paying their instalments with punctuality, and we last year instituted against one of the delinquents, who pleaded that the transfer of the subscriptions, &c., made under the act of the Legislature already quoted, was not binding upon the original subscribers, the Legislature having no authority, as he alleged, to transfer the rights, franchises, subscriptions, &c., of one company to another, unless a provision for such transfer existed in the original charter. The Circuit Court of Monroe county gave judgment in his favor, the High Court of Errors and Appeals confirmed it, deciding the transfer to be null and void, from want of constitutional authority on the part of the Legislature.

The Board of Directors do not consider the interests of the company injuriously affected by this decision, as they believe it will stimulate the people of Mississippi to renewed exertions in raising subscriptions, for the purpose of securing to themselves the vast advantages which will result from the passage of the road through that State. The Board have been informed that books of subscription to the stock of the company have been opened at Aberdeen, but they are without information as to the extent of the subscription. One of the first and most important duties of the incoming Board will be to take early public notice on this subject.

FINANCIAL DEPARTMENT.

This branch of the business of the company has been the object of their sincere concern to the directors for the last year. The annual report of the President and directors for 1853 shows the anticipation of obtaining a large amount to be derived from the city and State subscriptions, together with the proceeds of the sale of railroad bonds of the company [illegible] which it was believed at the time could be sold in Europe, the directors placed two hundred and seventy-seven miles under contract. The last annual report explains fully the embarrassments to negotiate the bonds, the part of the city [illegible] and also shows that the Board, finding the city tax not available as a basis for issuing bonds, petitioned the State Legislature to grant the city of New Orleans power to substitute a direct subscription, to be paid immediately in bonds, in lieu of her subscription, payable by an annual tax for six years. Under this wise policy, which met the cordial approbation of both the State Legislature and the City Council the company was released from great embarrassment, and placed in a firm and solvent position. Under the old arrangement, the company would have received for the last year only $363,333 for city subscription, which would have entitled us to receive from the State one-fourth of that amount in bonds, viz: $83,333, total $416,666. In lieu of this inconsiderable amount we have received, under the new arrangement, $2,000,000 in city bonds, and $500,000 in State bonds, thus realizing in one year an amount originally due by equal instalments in five years, besides securing to the company an additional subscription to its stock of $333,000.

The Act of the Legislature required the city to pay her subscription *per passu* with other stockholders, allowing the city however, to pay in bonds. At the time of the subscription of the city, calls had been made on private stockholders to the extent of 83 per cent. on their shares, and according to law, the city, on the 1st day of last June, issued in payment of her subscription, $1,700,000 in six per cent. city bonds, and the State immediately responded to our call and paid over $425,000 in State bonds. Since the 1st of May the Louisiana stockholders have been called on for the balance due on their subscription, and also the city. These calls have been punctually responded to by the city and State, and for the most part by individual stockholders.

The liberal scale of operations adopted for carrying on the work in 1852 and 1853, and the failure of the Company to negotiate loans to any considerable extent, predicated on the city tax, and the entire failure to make a loan as before stated on construction bonds of the Company, had caused an accumulation of debt, chiefly for iron and roadway formation not short of $1,000,000.

The first efforts of the Board were directed to arranging this indebtedness and reducing our operations on the line of the road to a scale more in accordance with our means, and the approaching crisis in financial affairs, which was becoming daily more threatening.

Before proceeding further with this branch of the subject, we would respectfully call your attention to the accompanying documents prepared by the Secretary, which embrace a full exhibit of the financial affairs of the Company.

Document A shows the entire receipts and expenditures of the Company from its organization to the 3d of April, 1855. B is a statement of the liabilities of the Company also brought down to 3d of April. C is a memorandum of receipts and expenditures for the fiscal year ending 3d of April. D is a statement of the assets of the Company applicable to the further extensions of the work. E is a memorandum showing the disposition of bonds received from the State of Louisiana. F is a memorandum showing the disposition of bonds received from the city of New Orleans. G presents a statement of the monthly receipts on the Railroad from passengers and freight.

The sanguine expectation entertained at the last annual meeting of the stockholders with reference to the immediate availability of the city bonds for the prosecution of the road, have not been fully realized. From a combination of causes beyond the control of the Directors, sales could not be effected in the United States at such rate as would justify our parting with them. Under the circumstances, the Board, after converting the State Bonds into cash, and applying the proceeds to our most pressing engagements, next proceeded to arrange the balance of debt in bills payable on such time as would afford a fair opportunity to sell bonds to meet the engagements of the Company at maturity.

MISSION TO EUROPE.

Under resolutions of the Board of the 9th of June last, I was appointed the special agent of the Company to negotiate the bonds received from the city of New Orleans in payment of the city subscription to the Railroad Company, and also the bonds of the State of Louisiana hereafter to be received for the subscription of the State. The resolutions also instructed me to proceed at an early day to the North, and, if necessary, to Europe, in pursuit of the objects of the mission.

On reaching New York I found the money market very unfavorable for negotiations, and all stocks greatly depressed. About this time, also, enormous frauds had been detected in the management of some of the Northern railroad companies, and general distrust attached to railroad securities.

After remaining in New York a week, and having provided myself with letters of introduction to merchants and bankers of London and the principal continental cities, I proceeded to England.

Intelligence of the bad condition of affairs which I have described as existing in the United States, had preceded me to Europe, and for several months after, each arrival from New York brought accounts of a further decline in American stocks, which naturally produced a corresponding effect in the foreign market. Independently of the unfavorable disposition towards American securities, I found the greatest torpor prevailing in Europe with reference to all stock operations. Anxiety for the approaching harvest—the doubts involved in the political and military movements in Europe; the decline in trade and the high rate of interest for money employed for commercial purposes—all tended to increase my embarrassment. Those houses which had been most prominent in dealing in American securities, I found indisposed to bring additional American shares upon the market; indeed, they were for the most part large holders of our stocks, purchased when money was cheap, and their desire to sell made rival's [illegible] them. Besides this state of feeling, I soon perceived that there were other influences operating against me. Letters had been written from New York and New Orleans, disparaging the validity of the city bonds while certain American citizens, of high standing, gave currency to the slander by personal declarations. I am well aware that many letters were written from pure and proper motives, but I regret to state that there were others of a nature so flagrant, that it would be difficult to acquit the writers from a well merited charge of malice and calumny.

Being forewarned that an attempt would probably be made to depreciate the character of our city bonds, I had provided myself with all the necessary documents to maintain their integrity. In addition, I had procured the legal opinion of several lawyers of high standing in New Orleans, and also, through a distinguished house, the confirmatory good opinion of eminent counsel at London. By these means I was enabled in a great measure to remove the prejudices of those to whom I became personally known, but such is the delicate nature of credit, and especially in times of distress and panic, that a mere suspicion is often as fatal as actual unworthiness.

I had the advantage of making the acquaintance of the house of John Henry Schroder & Co., merchants and bankers of London, and it is alike my duty and pleasure to inform the stockholders that to this distinguished house we are mainly indebted for such success as attended the mission, and I regard the advantage of having secured their valuable services as permanent assets for the Company, alone worth the labor and difficulties encountered in my voyage. I succeeded in making a loan on favorable terms for fifty thousand pounds sterling, and we have also succeeded in selling bonds to the amount of two hundred and three thousand dollars, at rates above reasonable calculations.

In addition to the negotiations for money, I made a contract for sufficient iron to lay the track on the Canton and Jackson division of the railroad, on terms much more favorable than our previous contracts. We have already received advices that more than half the order has been shipped, and that the balance would be ready in a short time.

In conclusion of this portion of my report, I think I may add, that among the advantages of my visit to Europe, were frequent opportunities of laying before capitalists, engineers, and manufacturers of iron and machinery, the importance of our great enterprise to the future growth and prosperity of New Orleans and to the whole commerce of the Mississippi valley. Whenever the merits of the undertaking were fully investigated by practical men, the most satisfactory expressions of approval were elicited. The advantages of trade with New Orleans are constantly gaining importance with the commercial and manufacturing classes of Europe, and when the public mind is again withdrawn from war, and commerce and the arts of peace become the paramount ideas of the nations, no system of internal improvements in America will be more cordially sustained among the capitalists of Europe than our Great Northern and Great Western Railways.

I had also opportunities of correcting many erroneous impressions among intelligent and influential capitalists with reference to Southern securities, and of calling attention particularly to the solid character of the State bonds of Louisiana, and the bonds of the city of New Orleans.

GENERAL REMARKS.

By reference to the documents already referred to, which accompany this report, it will be perceived that the receipts of the Company, from its organization to the present time, have been $4,694,010 33, and its expenditures $3,046,829 35, leaving a balance of $1,647,180 98 on hand, or $1,625,000 in bonds and $22,180 98 in cash. The receipts of the year ending April 3d, added to the cash on hand at the beginning of the year, amount to $2,957,735 40, and the expenditures to $310,754 42. The indebtedness of the Company is $695,991 44, all in promissory notes, of which $152,562 65 matures between this date and December next, and the balance $543,498 79, after that date. The active assets of the Company, or such as may be converted into cash, amount, as per the statement exhibited, to $1,797,180 98, which, after deducting the entire liabilities of the Company, leaves a surplus of upwards of $1,100 000 on hand. To this sum upwards of $1,000,000 might with propriety be added for county and individual subscriptions in Mississippi, already made, and the internal improvement lands donated to the Company by that State, showing a clear balance of assets, over and above the liabilities of the Company, of more than two millions.

The Board of Directors have acted during the last year with a constant desire to retrench the expenses of the company, and to limit expenditures to our available means. Had it not been for the stringency of the times the road might have been completed to Canton by the commencement of the next year. A temporary suspension of portions of the work was dictated by every consideration of sound policy. We have continued to press forward the work at those points which when finished, will afford the greatest advantage to local interests, and secure additional facilities for hastening hereafter the completion of the whole line. Our principal contractors are largely interested in the success of the enterprise, and, appreciating the necessity and wisdom of our policy, have evinced a most laudable alacrity in promoting the wishes of the Directors. The impossibility of selling bonds in large amounts, and the high price of money on loan, together with the necessity of providing machinery and preserving the credit of our floating debt, has cramped our operations and been the source of much labor and anxiety. We have the satisfaction of stating that, under all our difficulties, the credit of the company has been fully protected. Through three years' operations, under an expenditure of more than three millions of dollars, and with the numerous transactions in money essential to the management of our business, the company has never been dishonored by protest. No money has been expended in permanent depots or embellishments. Our constant desire is, the extension of the road. That portion of the road included in Louisiana, is a practical point of view, may be regarded as finished. The income is now more than is necessary to defray all costs and will continue to increase. An extension of twenty miles, which may be effected by November, will double the receipts and add but little to the expense. Negotiations are in progress to put on a daily line of coaches from Jackson to the State line, and to carry the United States mail and passengers daily between New Orleans and Jackson. When the rails are laid on the first twenty-four miles north of the State line, which may be easily accomplished by the 1st of January, only seventy miles of staging will remain, and that over an excellent road. Passengers and the mail may be carried to Jackson in 18 hours and to Vicksburg in 20 hours.

The Board of Directors are fully impressed with the importance of immediate attention to the interests of the Company of Mississippi. Up to this time it has not been in the power of the President to visit that section in person. Of the last year, six months of his time were consumed in the foreign mission, and since his return, duties at the Legislature (growing out of engagements made previously to his connection with the Board) together with many local details in the management of the business of the Company in New Orleans, have necessarily confined his personal attention to Louisiana. Nearly four-fifths of our road is within the State of Mississippi, and passes through central regions of the most navigable waters. The amount of benefit which those large and valuable districts will derive from the cheap and quick transit of passengers and produce, when the road is completed, will exceed the most sanguine calculations. The interests of Louisiana and Mississippi are identical. We have a common destiny to achieve and should pursue it in brotherhood. The territory of these States may be subdivided for local convenience, but the general interests of the people are indivisible. The lines marked out for internal improvement upon the chart of the two States before you, constitute a diagram from which our mutual dependence may be demonstrated with mathematical precision.

A brief account of the present condition and prospects of other railroads in Mississippi, Alabama and Kentucky, which will form the connecting links of one enterprise with the great railway system of the United States, east of the Mississippi, will be perhaps both proper and instructive.

Mississippi Central Railroad.

This important work of internal improvement unites with our road at Canton, Miss., and runs by a line on five degrees east of north through Holly Springs to the Tennessee State line, and intersects the Memphis and Charleston Railroad, a short distance east of La Grange. From the point it continues in the same direction to Jackson, Tenn., where it unites with the Mobile and Ohio Railroad. From Canton to the Tennessee State line is 184 miles, and from thence to Jackson, Tenn., about 50 miles, making an aggregate of 236 miles along the precise location we would have selected for our road to the mouth of the Ohio River. By a careful examination of the very able report of M. Butt Hewson, Esq. Civil Engineer, we ascertain that the mechanical efficiency of this road may be regarded as equal to our own, the curves and gradations being very easy. I offer the following extract from the report referred to as containing valuable facts and sound philosophical reflections.

Extracts from the Report M. Butt Hewson, Esq.

From the progress making in the construction of the Mobile and Ohio roads in the States of Tennessee and Kentucky, there is no reason to doubt its completion to the Ohio river at a period anterior to the anticipated completion of yours, thus opening a direct railroad communication with the Illinois Central road with the city of St. Louis and the Northern lakes, on the shortest possible line that can be obtained east of the Mississippi, intersecting in its course the contemplated roads from Memphis to Louisville, and from Nashville to the Mississippi river. Near the State line of Tennessee your road intersects the Memphis and Charleston road, passing eastwardly from the city of Memphis to the city of Charleston.

"Seventy (eighty-eight) miles of the New Orleans, Jackson and Great Northern Railroad, from the city of New Orleans north, are now in active operation, and will be extended to the southern line of this State in all of next month. There is at present no cause to doubt its completion to the town of Canton before the expiration of the year 1856. Thus you have almost certain assurance that by the expiration of the time when your road is to be completed, there will be a continuous line of railway of the same guage extending from the extreme North to the city of New Orleans, traversing a country possessing the elements of an unlimited agricultural wealth and offering facilities for the speedy interchange of the productions of eleven degrees of latitude.

"When these important railroad connections are duly considered, with the amount of freight and passenger traffic that may flow from them; when you reflect upon the direct north and south line of the road; its remoteness from the competing influence of other railways and of the Mississippi river; the character of the country traversed by it; the quantity and value of the productions of the district tributary to it; the population within the range of its influence; the yearly amount of travel passing from north to south; can it be doubted that this long line of railway will not almost equal in its advantages and importance the Mississippi river itself or that the certainty and amount of the income of your road, when completed, will not equal, if it does not exceed that of any other road now constructing or in contemplation in any of the Southwestern States?

"The local traffic of a railroad is of the first importance, and none should be undertaken where the local passenger and freight traffic does not promise an income equal to the expense of running the road complete. The Central Road possesses this assurance in an eminent degree.

"In the district of country limited by its line of influence is contained more than one-fourth of the whole white and black population of the State, and there was grown more than one-fourth of the cotton and corn crop produced in 1849, in the whole state, according to the United States census of 1850. In addition to this, there is produced large quantities of agricultural commodities, now almost valueless to the producer on account of the expense of transportation to a market, that would become valuable articles of export upon the completion of the road.—There are also extensive tracts of unimproved land, equal in quality of soil to any in the cotton growing region, that need but a cheap and certain means of transporting the productions of the country to market, to insure their cultivation and a very large addition to the quantity and value of our exports, thus securing to your road, an amount of local traffic far exceeding any estimate that may have been made, based upon present population and production."

In connection with the same subject, we beg leave to submit the views of W. Goodman, Esq., President of the Mississippi Central Railroad Company, a gentleman equally respected for his high personal character as for intelligence and public spirit:

[Extract from the report of W. Goodman, Esq.]

This road is a central link in the great highway from New Orleans on the Gulf of Mexico, by way of Cairo, on the Ohio, to Chicago, on Lake Michigan. The New Orleans and Great Northern Railroad is already under work for eighty-seven miles, and in a few weeks will doubtless be let out to the connection with this road. In Tennessee, the Bolivar and La Grange Company will in all likelihood let out their roadbed immediately. On these considerations, and on that of the certain completion of the Mobile and Ohio Railroad from Jackson, Tenn., to Cairo in Illinois, within a short time this road will doubtless, on the day of its completion, furnish a through connection between New Orleans and Chicago. How then, is the through business on this road when connected with Cairo on the one end, and New Orleans on the other, to be estimated? Through the agency of the Mississippi river, the Opelousas and Western Railroad and the extension of her Jackson road, New Orleans must always continue as the great cotton market of the world, the chief shipping point on the Gulf of Mexico. That the Mobile and Ohio Railroad will absorb all the trade of New Orleans which concentrates at the mouth of the Ohio, is absurd, (if for no other reason,) in the ground that the tonnage will far exceed the capacity of that road. Wherever the great bulk of trade goes the great bulk of travel will follow, and as the intercourse from this, the vast majority of the travel which now finds its way to Cairo from the Ohio, the Mississippi, or the Chicago Railroad, will take this road as debouching into New Orleans. This is a safe assumption in considering the probable business of the road. Of the freight brought over the Mobile and Ohio Railroad to the junction of this road it is difficult to say how much will go to Mobile and how much to New Orleans; but the advantage of breaking bulk on the river, and the advantage of a brisker market on the other, will result in the distribution of at least one-half those freights over this road. With all the travel, and half the freights concentrated at Cairo, as the through business of this road, it is very difficult to fix any limit to its amount, short of the capabilities of the road.

The entire northward of the route line of the Mississippi Central Railroad is under contract, and will be probably completed within eighteen months. Iron for thirty miles of the road has been contracted for, and will be laid down during the present season.

THE MOBILE AND OHIO RAILROAD.

To those who feel interested in the cause of internal improvements, a more agreeable and instructive lesson may be learned by perusing the printed documents of the Mobile and Ohio Railroad Company, from their first to their last report—"the Seventh Annual Report." There is something grand in the idea of a city, with the comparatively limited wealth and population of Mobile, embarking so boldly in this great enterprise for connecting the Gulf of Mexico with the Ohio and the vast region beyond it; but when we regard the energy, harmonious action and unflinching perseverance which they have always displayed, and frequently under trying circumstances, we cannot but award the good people of our sister city our sincere congratulations for the prospects of their efforts to connect the good and a present for our imitation.

The very lucid report of John Childe, Esq., chief engineer and general agent of the company, shows that at least three fourths of the road between Mobile and the mouth of the Ohio is graded and ready to receive the iron track. As before stated, we reach that road by the Mississippi Central, at Jackson, Tenn., from whence we pass over the Mobile road to Cairo by the main line, and by a branch at Obion to Paducah, a distance of 59 miles. The whole work is under contract through Tennessee and Kentucky, except two or five miles on the branch to Cairo, and we may safely state that Mobile, within two years will be in daily communication by rail road with the Ohio River. Our main line, after leaving Canton, intersects the Mobile and Ohio Railroad nine miles from Aberdeen, at a point 250 miles from Mobile and 320 from New Orleans, and by this means we are brought in connection with all the country through which the Mobile road traverses, until it is intersected by the Mississippi Central at Jackson, Tenn.

Leaving Canton we intersect the Memphis and Charleston Railroad at three points, to wit: first, by the Mississippi Central near La Grange; next, by our main branch and the Mobile and Ohio Railroad near Jacinto, and finally at the terminus of our own rail road at Chickasaw. From thence through the Tennessee valley, via London, Knoxville, Abingdon, Christiansburg, &c., to Washington City. This entire line is either under contract or finished.

We have also recently received the satisfactory intelligence that the Vicksburg, Shreveport and Texas Railroad has been placed under contract from Vicksburg to the Texas line, a distance of 207 miles. When this important railroad is completed, the most remote part of Western Louisiana may be reached from New Orleans within 18 hours.

By the time our railroad is completed to Jackson, it is reasonable to believe that we will be placed in direct communication with the whole railroad system of the United States, East of the Mississippi. From that day our stock will become a profitable investment. The State of Louisiana and the city of New Orleans will be relieved from taxation on account of their subscription—property will rise in value, and trade and population be increased in the same ratio as has been experienced in other cities on the completion of similar enterprises.

When our connection is completed with the railroads above described, we may reach Chicago by our Northern branch, traveling at the rate of 25 miles per hour, in 36 hours, Washington City in 48 hours, St. Louis in 30 hours, Cincinnati in 32 hours, Nashville in 28 hours, and all intermediate points in the same ratio of reduction. This statement alone must convey to any reflecting mind the vast importance of our enterprise, and when it is remembered that all the intercourse and traffic of the vast system of roads which tends to New Orleans, must pass over ours as a main trunk, its value as an investment may readily be appreciated.

The first and second annual reports of the President and Directors develop in a faithful and eloquent manner the magnificence of our enterprise, and the inestimable benefits which await its completion. It would be a work of supererogation on my part to revise a subject so ably treated both by our own late President and also by the late Chief Engineer.

I beg leave to add to the documents already presented, the report of Mr. G. H. Hazlehurst, Chief Engineer and General Superintendent. This paper contains much satisfactory information, and the high character and qualifications of the gentleman whose name is subscribed to it, may be regarded a full guarantee for its accuracy.

I have thus endeavored to render a clear and simple account of our stewardship. The law now restores to your hand the temporary power with which you invested us, and on Monday next it will be your duty to select your agents for another year. All of which is respectfully submitted.

W. S. CAMPBELL, President.

New Orleans, April 9, 1855.

MARRIED,

On Saturday, the 14th instant, by the Rev. Father Marchant, Mr. FREDERICK DELBONDIO to Miss ADELE LEVIS, both of this city.

COMMERCIAL.

The Markets.

BEE OFFICE,
Saturday Evening, April 14, 1855.

The Cotton market was quiet to-day, and only 1500 bales were sold without change.

LIVERPOOL CLASSIFICATION—LOUISIANA AND MISSISSIPPI.

Inferior	6—@7—	Fair	—@—
Ordinary	7¼@8¼	Fully Fair	—@—
Middling	9¼@9½	Good Fair	—@—
Good Middling	9¾@10¼	Good and Fine	—@—
Middling Fair	10¼@10½		

Of Tobacco, 40 hhds were sold at 7¼ @ 9c.

Only 460 hhds of Sugar were sold at former rates. Fair 5¾@6¼c.

Of Molasses, 500 barrels were sold at 23½@26c ℔ gallon.

The sales of Flour reached 1600 bbls of which 460 fine, at $9 75; 350 superfine, at $10 25, and 350 bbls Extra, at $11 75.

The Corn market was somewhat easier. Sales 4600 sacks at $1@1 10.

Of Oats, 700 sacks were sold at 70c ℔ bushel.

Pork is unchanged. Sales 500 bbls Mess at $16@16 50, and 250 bbls M. O on private terms.

Of Bacon, 120 casks were sold at 7@7½c for Shoulders, and 9¼ for Sides.

Of Lard, 600 bbls and tierces were sold at 8¾@9½c, and 350 kegs, at 10¾c.

The sales of Coffee were 500 bags, at 10¼@10¾c.

Exchange is without alteration. We quote:

EXCHANGE OUT DOOR.

Sterling	109@109½ ℔ cent prem.
France	5f 21¼ @ 5f 13¾ ℔ dol.
New York, sixty day bills	1¼@2 ℔ cent disc
Do. Checks	par@¼ ℔ ct prem
Short Sight	@@¼ ℔ cent disc
Bank Checks	—@¼ ℔ ct. prem
Boston, sixty days	1¾@2— ℔ cent disc
Philadelphia, do	1¾@2½ ℔ cent disc
Havana, 15 ve and eight days	—@— ℔ cent disc

Nothing was done in Freights.

Notice to Tax Payers—Right Bank of the Parish of Orleans.

ALL persons indebted for State Taxes for the year 1854, in the Parish of Orleans, Right Bank of the river, are requested to call and make payment at the office of Mr. John Brunet, Collector of State Taxes.

The office is situated on Laronde street, between Bosy and Seguin streets, same building of the Sixth Justice of the Peace. Office hours, from 10 o'clock, A. M. to 2 o'clock, P. M.

JOHN BRUNET, Collector of State Taxes.
mr 16—2aw 4w

Notice.

Succession of Jean Boubede.

SECOND District Court of New Orleans.—The creditors of the above succession are requested to present their claims to Z. Latour, Attorney and Counsellor at Law, at his office, No. 7 St. Peter street, within a delay of ten days.
ap10 3t in 10d

Ladies' Auction.

S. PHILLIPS would remind the ladies of New Orleans that the auction of FANCY GOODS will be continued on MONDAY, 16th instant, at 10 o'clock, and it will be positively the last week. All the goods offered are fresh from the importers, it being made to close consignments. Nayades street, next to the Horse Station.
ap13

St. Thomas' Hall—for Boys.

REV. J. W. ROGERS, A. M., RECTOR.

CAN Southern gentlemen be unmindful of ST. THOMAS' HALL and carry their sons to the North this summer? Can you not diverge at Memphis from your regular line of travel, to examine our arrangements, hear our classes, and decide, it may be your sons success in life? The Rector would be happy to have you as his guest one mile East of Holly Springs, Miss. You take the cars in the morning, pass through a lovely country and reach the Rectory at 3 o'clock. It was established by Rev. Francis L. Hawks, D. D. L. L. D., in 1843, and continues under Rev. J. W. Rogers, A. M., in full prosperity.

Few indeed are the schools in which the fond expectations of parents can be realized, and we therefore invite you, without absurdity, we trust, to a pleasant interlude in your travels. A few days in a *Southern Institution of the highest order*, where the elegancies and comforts of your own homes are "thick strewn with letters" can not be irksome; and if your sons may be taught as you wish in a most *healthy region*, we should be happy to have them, both on account of our school's prosperity and for the love we bear the *South*.

Entire expenses .... $200 to $220.

TRUSTEES:

Rev. Geo. W. Sill; Walter Goodman, Esq., F. W. Dancy, M. D.; Hon. Wm. Mills; Wm. Crump, Esq.; Col. J. D. Martin, W. Walthale, Esq.
March 1—1m dy&w

Ship Master's Assistant.

THE SHIP MASTER'S ASSISTANT and Commercial Digest, containing information necessary for Merchants, Owners and masters of Ships, by Joseph Blunt, Counsellor at Law, seventh edition 1854, just received and for sale by

ALEXANDER LEVY & CO,
Law Book-sellers and Stationers,
ap6 51 Camp street

Removal.

FROUMIEU has removed from No. 20 St. Louis street to No. 45 Old Levee street.
ap10f

Paper and Stationary Warehouse,

53 and 55 COMMON STREET.

E. R. STEVENS & CO.

INVITE the attention of the city and country merchants to their large stock of PAPER, PLAYING CARDS, &c., all of which are offered at low prices

5000 reams Cap and Letter Paper;
3000 do Straw Wrapping, Cap size;
2500 do do crown and double do;
1000 do Hardware Paper;
1000 do Manilla do;
1000 gross Playing Cards, various qualities;
500 boxes Writing Inks.

To close consignments, at less than manufacturer's prices—

500 reams Letter Paper, $1 per ream;
400 do Cap do $1 50 per ream;
500 do French Commercial Letter, $1 50 do;
100 dozen Porte-monnaies, $1 50 per dozen;
30 dozen Pocket Memorandum Books, $1 50 per dozen.
ap12 2m

Slaves Wanted.

WANTED, twenty young SLAVES of both sexes, from 12 to 16 years of age, for use in the city. Also fifteen older slaves, guaranteed or not guaranteed, for plantation. Persons willing to sell are invited to apply at No. 96 Customhouse street, corner Bourbon, where high prices will be obtained.
ap13 3t J B DERREY, Broker.

Dr. John S. Dare's
STEEL SHOULDER BRACE
—AND—
ABDOMINAL SUPPORTER

THESE instruments, invented by Dr. Dare, of N. Y., are superior to any other for supporting the back, expanding the chest and securing an erect form so essential to health, vigor and good appearance. The ease with which they are worn, possessing great elasticity, which is never lessened by use, and being adapted to every movement of the body without constraint, will secure for them a large and extensive sale.

Having examined the above instruments, I certify that they are admirably adapted to further the purpose intended. WARREN STONE, M. D.
New Orleans February 14, 1854.

EDSON HART,
oc25 ly3w e No. 7 Camp street

SILESIAN WARE.

THIS article, which gained so much admiration, and of which so many have been purchased last season, is now offered for sale at No. 7 Camp street, at which place old customers and new ones are invited to call and supply themselves. No Ware ever offered in this city has gained such universal approval from the purchaser, in view of the price paid. Why then expend such large sums, when the interest of your money will procure such articles as will give to your tables both elegance and durability, scarcely less than that coming ten times as much, and possessing a brightness equally lasting. Almost every variety of articles for table use are now manufactured, and of styles greatly admired; nor can there be any gift for Christmas Presents, as articles of beauty or for future use. EDSON HART,
dec25 3tawly No. 7 Camp street

Boots, Shoes and Brogans.

NOW in store, a complete assortment of Gentlemen's, ladies', misses' and children's fine and fashionable Spring Goods, together with a full stock of heavy and staple articles manufactured expressly for the Southern trade, for sale by
m31 G W DUNBAR, 5 Magazine st

Hats.

A FULL and complete assortment, now on hand, of new and desirable styles, for sale by G. W. DUNBAR,
dec9-c&cd No 5 Magazine st

Boots, Shoes and Hats.

ALWAYS to be found at the undersigned, a complete assortment of men's, boys' and children's Boots, Shoes and Hats; ladies', misses' and children's Gaiters, Bootees, Buskins and Slippers of every description, from the best manufactories of the North and East.

Commission Merchants can always have their orders for Russets, Wool Hats, thick Boots, &c., for plantation use, put up carefully and faithfully at this establishment, at low prices, on liberal terms.
mr 5 12t I HOBBS & CO, 12 & 14 Customhouse

CONSTANTLY on hand, the genuine Champagne of Piper Heidsieck & Co, in large and half bottles for sale by J N CURIEN,
jan 6 23 Toulouse street

DRUGGISTS' and Confectioner's Glassware, such as glass jars, tincture's vials, nursing bottles, for sale by C CARRERE,
an24 corn nde and Madison sts

IN STORE—27 casks family Claret; 30 ordinary do ditto; 25 tierces White Wine;
10 qrs old Cognac, various brands;
300 boxes Medoc Claret; 50 do assorted fruits;
20 do Apricots; 30 do Mus-atel;
40 do Swiss Absynth, brand E Pernod;
20 do Brandy Cherries;
60,000 Corks, various qualities;
500 Demijohns, all descriptions.
For sale by PAUL LACROIX,
m7 13 Toulouse st

Mackerel, Mackerel.

800 BBLS Shore No. 3 Mackerel;
100 do large No. 3 do;
100 half bbls large and Shore No 3 Mackerel;
125 bbls Shore No 2 do;
50 do large No 2 do;
100 half bbls large and Shore No 2 do;
25 bbls large No 1 do;
50 do Shore No 1 do;
150 half bbls large and Shore No 1 do;
200 qr do Nos 1, 2 large and Shore do;
300 kits Shore No 2 do;
600 do do and large No 1 do.
For sale by J H CARTER & CO,
ap3 13 and 15 Common st

Fish! Fish!!

25 bbls. No. 1, extra Salmon;
100 half bbls. No. 1, do do;
100 qr. do do do do;
200 kits do do do do;
50 half boxes do Tongues and Sounds;
100 kits No. 1, do do;
100 bbls. extra Roe Herring;
100 kits do do do;
350 boxes No. 1 and scaled Herring;
50 drums Large Codfish;
50 half drums Large Codfish;
20 do do do do;
800 boxes large and medium Codfish;
10 bbls. Pickled do do;
20 half bbls. Swiss Shad. For Sale by
J. H. CARTER & CO.,
ap3 13 and 15 Common st.

Oils....Oils....Oils.

120 bbls No 1 Winter Strained and Lard Oil
100 do do Bleached Winter Whale do
25 do do do do Sperm do
150 do Nos 1 and 2 Tanners' do
20 do do Neatsfoot do
25 do Boiled and Raw Linseed do
150 baskets Sweet Olive do
For sale by J. H. CARTER & CO,
ap3 13 and 15 Common street

PROVISIONS—
500 bbls Pork, Mess and M O;
250 do Prime Pork;
150 do Jole do;
200 do Rump do;
50 casks Hams, Sides and Shoulders;
50 tierces Sugar-cured Hams;
100 packages Lard, choice article;
250 bbls Northern Potatoes;
150 do Whiskey. For sale by
ap5 WHITE & DUPEIRE,
36 and 37 Old Levee st

LANDING ex ships Desdemona and Hortensia—
100 baskets Ancher Champagne;
100 do Cordon Vert do;
50 do Cordon Bleu do;
150 thousand Puphiess (cosques);
20 cases Raspberry Juices. For sale by
ap5 SOSTHENE THOMAS, 9 Gravier st

Eau de Paris.

Prepared by LEMIERE, Druggist, Chemist and a member of various learned Societies, Chaillot st., No. 16, Paris.

THIS new Cosmetic is an excellent substitute to the best Cologne waters, without nervous irritations, preserves admirably the skin, takes out freckles and tan, besides its curative virtues, that of Mélisse des Carmes Water, for head-aches, qualms, indigestions, &c., &c.
Sole depot in New Orleans, at
mr30 3t LION & PINSARD.

FOR HAVANA.—The A 1 clipper-built schooner MIDAS, Thompson, Master, having part of her cargo engaged, will have quick despatch. For balance of freight or passage, apply to the captain on board, back of the beef market, or to R. CUHUZAC & Co, 30 Old Levee.
ap14

SEED RYE—150 bushels prime Pennsylvania, for sale by D. C. LOWBER, Broker,
ap16 3t 37 Poydras st

Excellent Bargain.

BAKERY AND GROCERY STORE for sale together, or the Bakery alone.

The Bakery was established twenty years ago, and is the oldest and has the finest run of customers, on the right bank of the river. It is sold merely on account of the withdrawal of the owner from business. Apply on the premises, at Gretna, at the residence of Mrs. Widow G. Mosnler.
ap16—15t

POTATOES—300 bbls Boston, ex ship Harriet & Jesse;
BEANS—150 bbls Northern white, in store;
DRIED APPLES—10,000 lbs Northen, in store;
DRIED PEACHES—30 bbls new Cincinnati, in store;
POTATOES—500 bbls Northen, in store;
DRIED APPLES—50 bbls liquor cured, in store;
DRIED PEACHES—20 bbls liquor cured, in store;
LONDONDERRY POTATOES—50 bbls genuine Irish, for family use, in store, for sale by
DONNELLY, BEZZINA & CO,
ap16 68 Tchoupitoulas st

CAMPECHE—7 tons Campeche, in store and for sale by HERMOGENE TIO,
ap16 3t 58 St Ann st

$25 reward.

RUNAWAY, since February last, the negro boy MOSES, about 24 years of age, 5 feet 6 inches high, speaking English and a little French, an excellent cooper, never looks at the person to whom he speaks. He is supposed to be in the environs of Lafayette. The above reward will be given to whomsoever will lodge said boy in one of the New Orleans jails and give notice thereof at No. 73, Old Levee street, between St. Louis and Toulouse.
April 16—1w

5 QR. pipes Rochelle Cognac, 4th proof, Chateau, pr; 10 eighth pipes Rochelle Cognac, Chateau, pr; 25 boxes Haut Sauterne white wine; landing ex Rosa Swedish, from Bordeaux, and for sale by
V & E MAIGNAN,
ap6 Nos 86 and 87 St Louis st

24 Boxes, 12 bottles each, Claret, with glass corks, by ade Eyquem, Lafitte, Larose, Latour, 3 Montan, Haut Brion, Larose, Margaux, Leoville, Giscours; 20 boxes, 12 bottles each, Haut Sauterne White Wine, glass corks; 40 boxes, 12 bottles each, Claret, St Estephe, Eyquem; landing ex Rose Swedish, and for sale by V. & E. MAIGNAN,
85 & 87 St. Louis st

LARD OIL—200 bbls pure winter strained, for sale by F. COOK & CO, 40 Poydras st.
ap16

New Orleans, Opelousas and Great Western Railroad.

PASSENGER trains daily to and from the Lafourche Crossing, 52 miles—

Leave Algiers .... 8 o'clock, A. M.
Leave Lafourche Crossing ...... 2½ " P. M.

Excursion tickets to go and return the same day—
To Bayou des Allemands $1 25
To Lafourche Crossing $2 50

A B SEGER, Vice-President.
ap14

FOR ATTAKAPAS, Berwick's Bay, Pattersonville, Centreville, Franklin, New Iberia, and St Martinsville.—The steamer TRENTON, W. Collins, master, will leave for the above places on TUESDAY, the 17th instant. For freight apply on board, or to HALL, RODD & PUTNAM
ap16

U. S. MAIL STEAMSHIP COMPANY.—FOR NEW YORK, VIA HAVANA.—The fine fast steamship PHILADELPHIA, James F. Schenck, Commander, will leave her wharf, opposite Jackson Square, for New York, via Havana, on FRIDAY, 20th April, at 8 o'clock, A. M., precisely, with the Government mails and passengers. For freight or passage, apply at the office of the Company, 72 Magazine street.

☞ The new and elegant steamship GRANADA will succeed the Philadelphia and sail on the 6th of May.

JENNINGS, LAUGHLAND & CO., Agents.
ap16 to 19

For California

FOR CALIFORNIA, via Havana, Aspinwall and Panama—The U. States Mail steamship PHILADELPHIA, Jas. F. Schenck, commander, will leave her wharf, opposite Jackson Square, on FRIDAY, 20th April at 8 o'clock, A. M., precisely, with the Government mails and passengers, connecting with the U. S. Mail steamship El Dorado at Havana, and the Pacific mail steamship John L. Stephens at Panama.

The Panama Railroad IS NOW OPEN FROM OCEAN TO OCEAN, and the transit made in four hours.

The days of sailing will hereafter be the 5th and 20th of each month, from this port via Havana.

Through tickets can now be obtained at the office of ARMSTRONG, HARRIS & CO,
ap10 43 Natchez street, near Camp.

Notice.

THE undersigned having purchased from Jean Vergez and Jeanne Gris, his wife, a Dairy on Frenchmen street, inform the public that they will pay no debts, except those contracted by them personally, for account of said Dairy.

PRE FOURQUETTE,
JN. DABANCERS.
ap14 3t

DR. ROBIN, of the Paris Faculty of Medicine, after five years successful practice in the Parish of Pointe Coupée, has settled permanently in New Orleans—his residence being 48 Nayades street.
ap 14 8t

WE beg to inform our friends and buyers in general, that we shall sell at cost price many articles suiting this market, having been instructed to close, definitively, sundry consignments of Madras Handkerchiefs, Foulards, Muslins of all kinds, Jaconet Cravats, Ginghams, silk Goods, Silk and colored Ribbons, &c. Also, do we wish to remind our friends of our keeping constantly in DRAWBACK, Dry Goods for the Mexican market.

A STURZENEGGER & ETERNOD,
No 47 Chartres street,
ap11 between Customhouse and Bienville sts

WE call the particular attention of buyers to some extremely cheap lots of Drills, Cottonade and Pique Vestings.
Conditions most liberal.

A STURZENEGGER & ETERNOD,
No 47 Chartres street,
ap14 between Customhouse and Bienville sts

WE invite our friends and buyers in general, to examine our rich assortment of SPRING ARTICLES, comprising, amongst other desirable goods—

3 cases fancy Gros de Naples ribbons, No. 3 to 24 tulle, lace shawls, filet gloves, embroidered mantillas and chemisettes; embroidered batiste handkfs; fans, &c. All these articles will be sold at the lowest market prices, and our conditions are very liberal.

A STURZENEGGER & ETERNOD,
47 Chartres street, between Customhouse and Bienville streets ap14

THE undersigned are always well furnished with Double-barrelled Guns, and offer for sale Pistols and Carbines Monte Christo, with caps appertaining to them.

Also for sale, having been just received, 1 case of Black Thread, No 42 to 84.

A. STURZENEGGER & ETERNOD,
No. 47 Chartres street,
ap14 between Customhouse and Bienville sts

A STURZENEGGER & ETERNOD, 47 Chartres street, between Customhouse and Bienville streets, offer for sale a lot of—
Straw Bonnets.
Straw Trimmings, latest styles, at very low prices. ap14

VERY advantageous purchases can be made at A STURZENEGGER & ETERNOD'S, No. 47 Chartres street, between Bienville and Customhouse streets.

Damasked ramage Muslin, 24 yards.
Do plaid do do
Simple plaid do do
Embroidered dotted do 19 yards.
Do bouquet do do
Do ramage do do ap14

CIGARS, CIGARS—For sale by the undersigned 200,000 Havana Cigars; 10 cases German, do, at cash price, in order to close consignments.

A. STURZENEGGER & ETERNOD,
No. 47 Chartres street, between Bienville and Customhouse streets. ap14

Shoes.

LANDING from steamer Philadelphia—Ladies' and Gent's Boots and Shoes, suitable for city and country trade, and reasonable terms by JOHN M. GOULD & CO, 4 Magazine st.

CATALOGNE WINE—130 pipes Catalogne wine, for sale, on reasonable terms, by
ap14 J & J TARDOS, 31 Old Levee

MALAGA—300 bbls sweet and dry Malaga wine, for sale, on reasonable terms by
ap14 J & J TARDOS, 31 Old Levee

PORK—300 bbls Mess, in store and for sale by
VOORHIES, GRIGGS & CO,
ap14 15 Tchoupitoulas st

BEEF—400 bbls and hf bbls Jno H Davis' Mess, for sale by
VOORHIES, GRIGGS & CO,
ap14 15 Tchoupitoulas st

BUTTER—A W Brown's Western Reserve, in hf bbls, firkins and kegs, for sale by
VOORHIES, GRIGGS & CO,
ap14 15 Tchoupitoulas st

COFFEE—175 bags prime Rio, for sale by
VOORHIES, GRIGGS & CO,
ap14 15 Tchoupitoulas st

SOAP—250 boxes Geo Shinto's Olelne Oxide, for sale by
VOORHIES, GRIGGS & CO,
ap14 15 Tchoupitoulas st

PALM LEAF AND LEGHORN HATS—Just received per ship Corsica, 50 cases assorted qualities, for sale by
A. D. GRIEFF & CO, 10 Magazine st

LAND PLASTER—100 barrels, for sale by
D C LOWBER, Brother,
a 14 3t 37 Poydras st

Penmanship for Ladies.

LADIES who wish to write an elegant and fashionable style, or have their daughters do so, are informed that from 7 to 9 A. M., daily, and from 4 to 6 P. M., Mondays, Wednesdays and Fridays will be reserved exclusively for them at DOLBEAR'S Writing and Book-keeping Establishment. Gentlemen attend as usual, from 9 A. M. to 12 M., and 6 to 9 P. M. Boys Tuesdays, Thursdays and Saturdays from 4 to 6 P. M. The lessons will be given entirely by myself.

RUFUS DOLBEAR,
ap11 106 Canal street

50 BOXES Duffield's sugar cured breakfast Bacon, for sale by
PETERS, MILLARD & CO.,
ap13 corner of Bienville and Old Levee sts

A. D. Grieff & Co.,

38, 40 and 42 Old Levee street.

OFFER for sale
LARD—1000 kegs and 500 barrels.
DRIED APPLES—250 barrels.
LARD OIL—120 barrels.
SCHIEDAM SCHNAPS—175 boxes, quarts and pints.
RICE—48 tierces.
NEWARK CIDER—100 barrels.
STRAW PAPER—2000 reams.
LEMON SYRUP—180 boxes.
SUGARS—200 barrels, crushed and powdered.
BRANDY—100 barrels. (New York.)
AABANY ALE—75 barrels (Jno. Taylor & Son.
ap13 1m A. D. GRIEFF & CO.

ENGLISH DAIRY CHEESE—101 boxes E D Cheese, landing ex bark Rhone, for sale by
ap13 J H MARKS & CO, 76 & 78 Magazine st

LINSEED OIL—Boiled to order, at the New Orleans Bone Black Factory. Apply to
D C LOWBER. Agent,
ap 13 3t 37 Poydras street

Looking-glasses! Looking-glasses! Paper Hanging.

RECEIVED by late arrivals from Havre, an immense assortment of Paper Hanging for rooms, bed tops and chimney fronts, of new pattern, and remarkable for freshness and color.

French and Bohemian Looking-glasses, all sizes, comprising Toilet, Pompadour, Psyche, Renaissance, &c., (Amateur's Pictures.)

Oval and square frames, gilt arches, rosewood mahogany, ebony do, manufactured to order, at reduced prices.

The undersigned is enabled, through his intercourse with the Glass manufacturers of Paris, New York and Bohemia, to sell cheaper than any other establishment, articles superior to any ever sold in New Orleans.

His system is particularly recommended on account of his goods being manufactured on iron wires, being thus secured against the dampness of the climate, an immense advantage they possess over others not made with a view to suit the climate.

Fashionable Looking-glasses taken in return for old French Glasses. Frames and Looking-glasses repaired, the work and packing up of the same being guaranteed.

The public is respectfully invited to call and examine his stock, in order to judge for themselves of his reasonable terms and superior manufacture.

G. DUPUY, Royal st., No. 105,
ap12 between Conti and St. Louis sts.

DRY GOODS! DRY GOODS!
A. Pepin & Co.,

SUCCESSORS OF J. N. ROBERT & CO., Red Store, between the two Markets, the nearest to the Beef Market.

WE have received by the recent arrivals from New York and Europe, a large supply of Merchandise, and respectfully invite our friends and the public in general to see our establishment before they buy anywhere else.

Our Stock consist in:
Flounced Robes; Bareges, Jaconets;
Organdies; Mull Muslins;
Plain and embroidered Muslins;
Printed Lawns; Embroideries;
Damask table Cloths; Napkins;
Irish Linens; cambric Handkerchiefs.
Checked and striped Muslins;
Black and colored Silks;
Silk Mantillas; Parasols and Umbrellas;
Toile du Nord; Linen Checks;
Damask Muslin white Bobinets;
Linen Sheeting cotton Sheetings;
Silk and filet Gloves and Mitts;
Black French Merinos; Alpaca.
PLANTATION GOODS
Plain and twilled Osnaburgs; Cottons;
Denims; Cottonades; linen Osnaburgs.
Clothing; straw Hats; Boots and Shoes.

☞ Always on hand, a large quantity of cotton and Duck and heavy twilled Cotton. ap11

IMPORTANT TO SUGAR PLANTERS.

COMPLETE
SUGAR REFINERY APPARATUS.

FOR SALE, the complete SUGAR REFINERY APPARATUS of the Sugar Refinery in Mobile, including Vacuum Pan of Benson's manufacture, strikes 6 to 8 hhds. Air Pump, Filters, 10 wrought iron Cisterns and Tanks, Pumps, Moulds 215 bbls of new Boneblack, one complete Boneblack Regenerating Furnace, &c., with all the copper and iron Pipes, Cocks, etc., and the usual appurtenances of a Sugarhouse. The whole apparatus is new, of the best construction, and will be sold in whole or detail, at a great bargain, on early application to CAMPBELL & RICKARBY.
ap11 d & c 66 Gravier st.

REMOVAL.

DR. DUPIERRON, DENTIST,

HAS removed to No. 60 ROYAL STREET, between Bienville and Customhouse streets.

Office hours, from 8 o'clock, to 4 o'clock, P. M. dim—d&

DR. G. S. RUSSEL,
SURGEON DENTIST.

HAS transferred his residence to No. 150 Royal street.
nov25-6m

Public Schools—Third District.

ANNUAL EXAMINATION AND EXHIBITION.

THE Examination will begin on MONDAY, 9th inst; the Schools will be examined in the following order:

Monday, April 9th, 7th Ward Boys' School, corner Goodchildren and Elysian Fields streets.

Tuesday, April 10th, 7th Ward Girls' School, corner Frenchmen and Morales streets.

Wednesday, April 11th, 7th Ward Boys' and Girls' School, Bretonne Market, corner Dorgenois and Bayou Road.

Thursday, April 12th, Lake School, Milneburg.

Friday, April 13th, 8th Ward Boys' School, corner St. Ferdinand and Casacalvo streets.

Monday, April 16th, 8th Ward Girls' School, Marigny street, between Goodchildren and Craps.

Tuesday, April 17th, Washington Boys' School, corner Louisa and Morean.

Wednesday, April 18th, Washington Girls' School, corner Piety and Moreau streets.

Thursday, April 19th, Hancock School, near the U. S. Barracks.

Monday, April 23, Boys' High School, at the Methodist Church corner Moreau and Enghien streets.

Tuesday, April 24, Girls' High School, at the Methodist Church, corner of Moreau and Enghien streets.

Examination hours from 9 A. M. to 3 P. M.

EXHIBITION.

On Wednesday, 25th instant, at the Methodist Church, corner Moreau and Enghien streets.

Exercises to begin at 10 o'clock, A. M. Speeches, dialogues, compositions, &c.

Parents and guardians, and all friends of education are invited to attend. A. BOURGE, Superintendent.
ap14 1&ap

Public Schools—Second District.

The annual examination of these Schools will take place in the following order, viz:

On Monday, the 16th of April instant, at the Girls' and Boys' School, near the Bayou Bridge.

On Tuesday, the 17th, at the Girls' School on the Bayou Road, between Derbigny and Roman streets.

On Wednesday, the 18th, at the Claiborne street Boys' School, corner of St. Peter street.

On Thursday, the 19th, at the Girls' School, Robertson street, between Conti and Bienville streets

On Friday, the 20th, at the Boys' School corner of Bienville and Robertson streets

On Monday, the 23d, at the Girls' School on St Ann street, between Marais and Villere streets.

On Tuesday, the 24th, at the Boys' School on Basin street, between Toulouse and St Louis streets.

On Wednesday, the 25th, at the Girls' School, on Rampart street, between Toulouse and St Louis streets.

On Thursday, the 26th, at the Girls' School, on Hospital street, between Dauphin and Burgundy streets.

On Friday, the 27th, at the Boys' School, on St. Philip street, between Royal and Bourbon streets.

On Monday and Tuesday, the 30th April and 1st May, at the Boys' High School, St. Philip street, between Royal and Bourbon streets.

On Wednesday and Thursday, the 2d and 3d of May, the Girls' High School will be examined, at the hall of the Perfect Union Lodge, on Rampart street, between Dumaine and St. Philip streets.

The hours of examination will be from 9 o'clock, A. M., to 3 o'clock, P. M.

And on Friday, the 4th of May, an exhibition will take place at the St. Philip street School House, between Royal and Bourbon streets, commencing at 10 o'clock, A. M. Recitations, Addresses, Compositions, etc.

Parents and the public in general are respectfully invited to attend
ap10 tm4 MARTIN BLACHE, Sup't.

EVERY BODY READS IT!
The Only Illustrated Southern Paper!

CIRCULATION now 10,000 copies and rapidly increasing." From Montgomery, Ala., radiating through the whole South.

☞ Advertisers have never had so good an opportunity to scatter, broadcast, before the great Southern public their business announcements as is now offered by

SWAN'S SOUTHERN MILITARY GAZETTE,

Which, in point of Circulation, Beauty of Typographical Execution, and Elegance of Illustration, challenges, not only the South, but the WHOLE COUNTRY!

The reason why it is so carefully read by every person, is because its chief design is to furnish information to the public concerning the operations for the fund of the Southern Military Academy of which Swan is Manager, and that interests every body, but this requiring small space, ample room is left for a large amount of original Literary Matter such as Sketches of Distinguished Characters, Humorous Stories, and the like. The Foreign and Domestic Comic Publications are culled to furnish the "Selected Department."

The next issue (April 2), among other articles of interest, contains a most graphic and life-like sketch of WM. T. PORTER, Esq., editor of the Spirit of the Times, by his friend Henry Wm. Herbert, Esq., author of "Field Sports," &c.

The Gazette is now published once in every twenty days. It will soon be issued at the rate of once in ten days. Price $1 per annum in advance.

☞ Advertisements must be sent through the South.
Address SAMUEL SWAN,
ap5 1m Montgomery, Ala.

Bounty Land Agency.

THE undersigned Notaries Public and General Agents having had several years experience in the prosecution of Bounty Land and Pension Claims offer their services to obtain Land Warrants under the Act of Congress passed March 3d, 1855, for all officers, musicians, privates, teamsters, wagon masters, chaplains, seamen marines, clerks, &c., who have served in any of the wars in since 1790, in which the United States have been engaged, although they have not previously received their warrants. SAM'L STETTINIUS & CO.
Washington City, March, 1855. ap12 3w

Volunteers in the Mexican War—Bounty Land.

ALL Officers, Musicians, Privates, Teamsters, Chaplains, Seamen, Officers and Flotillamen who have been in any of the wars in which the United States have been engaged since 1790, on land or sea, are entitled to LAND WARRANTS, not to exceed One Hundred and Sixty Acres. Widows are also entitled.

The undersigned would advise his former patrons, who obtained their warrants through him, to call on him to procure warrants, as he has the numbers &c. of their previous Warrants and will have no difficulty whatever in substantiating their claims. He has the CORRECT FORMS for making out all claims for Bounty Land.

Apply at No. 79 St. Charles street.

☞ N. B.—Liberal cash advances made on claims placed in my hands

S. H. PECK,
Late Lieut. Col. 6th Regiment Louisiana Volunteers m31 lm

N. SARGENT,
COUNSELLOR AT LAW,
(Late Register of the Treasury.)

WILL attend to cases before the Court of Claims, and to obtaining Bounty Land Warrants for old soldiers.
Washington City, March, 1855.

References
Hon. Col. Hunt, Hon. Wm. C. Dawson.
mr4

Bounty Land, Pensions, &c.

NOTICE to all persons entitled to Bounty Land, under the act of Congress of 3d of March, 1855. Also Pensioners and widows of Pensioners of the Revolutionary war, and all other wars, &c.

The undersigned having now received the proper form from the Pension Office at Washington, is prepared to attend to the same; and also being in possession of the Records and Rolls of the service rendered during the Revolutionary war, and of all the wars in which the Army and Navy, since the year 1790, both of the Army and Navy, are fully able to assist the officers, soldiers, or their widows and heirs, to obtain their claims for Bounty Land and Pensions at once. Persons entitled to the different wars.

All persons requiring information by giving full particulars, to me by mail, it will receive prompt attention.

Having an efficient agent in Washington City, I feel confident that all claims entrusted to me will be attended to at once. In case the Claim is rejected no charge will be made.

D. L. RICARDO, Notary Public,
m20 1m 29 Camp street.

Co-Partnership Notice.

IN consequence of the death of Mr. CHARLES MILLARD, on the 26th September last, he ceased to be a partner in this house, and the interest of his estate therein terminated this day.

The surviving partners, S. J. PETERS and C. C. COLLINS, have this day taken into copartnership SAMUEL J. PETERS, Jr., and CORNELIUS NOONAN, and the business will be continued by them at the old stand, corner of Old Levee and Bienville street, under the name and style of the old firm, PETERS, MILLARD & CO.

S. J. PETERS,
C. C. COLLINS,
S. J. PETERS, Jr.,
C. NOONAN.
New Orleans, March 26th, 1855. mh28 1m

MR. L. F. FAZENDE having withdrawn from the house of White, Fazende & Co., we have this day formed a new Co-partnership under the title of WHITE & DUPEIRE, to conduct the same Western produce business as by the past

G. H. WHITE,
St. L. DUPEIRE,
J. B. DUPEIRE.
m15 Partner in commandum.

Wanted

A YOUNG German Wet Nurse, having a child seven months old, wishes to find a situation as wet nurse. Apply at the office of this paper. ap11

$50 Reward.

ON Sunday evening last, 8th instant, the store of the undersigned was entered, by means of false keys, by robbers, who carried away goods to the amount of about $700. The above reward will be given for the arrest of the guilty parties, or for information that will cause them to be arrested.

CHAS. JORDAN.
ap10 tf Bourbon street, No. 252.

MR. A. DELCAZAL informs the public that he has rented Mr. B. Dupeire's property, on the right bank of the river, half a mile below the Opelousas Railroad, and measuring 165 acres. Said property is well fenced and covered with shade trees. There is no better place for animals, the pasture being excellent.
ap10 6t

Notice.

THE public are respectfully informed that the undersigned still continues the repairing of watches, jewelry, and the setting of diamonds, and trusts that he will still continue to have a share of public patronage. J. PEYTEL,
N. O. March 1st, 1855. 29 Chartres st.

Colored Nurse Wanted.

A COMPETENT Nurse, Washer and Ironer. Apply at 129 Julia street, between Camp and St. Charles streets. m28 3t

THE undersigned has opened an office at No. 29 Tchoupitoulas street, where he will attend to any business his friends may entrust to him.

A. W. TUFTS.
New Orleans, March 26, 1855. 6m.

For Sale.

A NEGRO, about 30 years of age, excellent French cook, highly recommended, and guaranteed against the vices and maladies prescribed by law. Apply at No. 96 Customhouse street. m8

ARNOUX,
CORNER CHARTRES AND ST. ANN STREETS,
Pontalba Buildings,

INFORMS the public that he has reduced the prices of all his goods, without exception, on account of liquidation, for cash only. jan4

Removal.

CAVELIER & MAXENT have removed their store from Royal street, No. 16, to Toulouse street, No. 50, between Chartres and Royal sts. ja3

ADE. Z. CAVELIER. L. T. MAXENT.

CAVELIER & MAXENT,
COMMISSION MERCHANTS,
IMPORTERS OF FRENCH WINES.
No. 50 Toulouse street, between Chartres and Royal streets.

HAVE always on hand, the celebrated brands of C. C. La Mission, Haut Brion, Pope Clement, Cos d'Estournel and Cos Labory. ja3

Pulverized Coal.

20 TONS, landing ex ship Calcutta, from Philadelphia, and for sale by
ap 10 X LAMBERT, 68 Magazine st

For Sale, on account of sickness.

A fine and good Grocery Store, and having a good run of customers, in an excellent location, No. 118 corner Dryades st and the Market. Apply on the premises. ap11 15t

TO COAL DEALERS.

FOR sale by the undersigned—80 cases, containing each one barrel coal, properly packed up, with iron hooks to carry the same.
ap11 PAUL LACROIX, 13 Toulouse street

$20 Reward.

RANAWAY, about a month ago, from the undersigned, the Creole boy NOEL, 15 or 16 years of age, ordinary height, without apparent marks. The above reward will be given to the person lodging said boy in the Second District jail. MARCEL REVERIEU,
ap4 10t Corner Rampart and Esplanade sts.

AMUSEMENTS.

ST. CHARLES THEATRE.

ONE EXTRA NIGHT FOR THE
GRAND COMPLIMENTARY BENEFIT
—TO—
MR. FRED. N. THAYER.

GRAND COMBINATION OF TALENT.

MONDAY NIGHT, April 16, 1855—Will be presented the sterling 5 act comedy of THE POOR GENTLEMAN, with the following powerful cast Dr. Ollapod, Mr B DeBar; Stephen Harrowby, Mr Thos Placide; Corporal Foss, Mr J B Browne; Humphrey Dobbins, Mr Geo Holland; Sir Rob't Bramble, Mr Chas Hill; Sir Chas Cropland, Mr J Wright; Lieut. Worthington, Mr Davis; Farmer Harrowby, Mr Campbell; Miss Lucretia McTabb, Mrs Rowe; Emily Worthington, Mrs Davis—All of whom have kindly volunteered their valuable services in compliment to the Beneficiary who will himself sustain the character of Frederick Bramble.

After the comedy, a RECITATION by Mr Chas. Pope, and a SONG by a popular Amateur, both having kindly volunteered for this occasion.

To conclude with the burlesque of BOMBASTES FURIOSO. Mr. B—o and Mrs Chas Hill, having kindly volunteered, will appear as Gen'l Bombastes and Distaffina in Bombastes Furioso.

☞ Seats may be secured on the day and evening of the performance at the box office ap13

ODD FELLOWS' ANNIVERSARY BALL.

Dress, Fancy Dress and Masquerade.

To be given at Odd Fellows Hall, on THURSDAY, April 26, 1855, being the Thirty Sixth Anniversary of the Order in the United States.

Committee of Arrangements:

James Stockton,	Jno Crockard, H. G. Stetson,
H. Howard.	Thos H nnields.

Managers:

Alfred Moulton,*	S M Todd,*	W C Wilson,*
F E Theard,	Jno Stroud, Jr	A W Jourdan,
W W Vaught,	Geo Ellis,	J A Forat,
Geo Hooper,	J E Reuter,	C Menn,
Thos Keele,	E Cox	J Abrahamson,*
M S Hahn,	J D Henriquez,	F Mayer,
H Millspaugh,*	T Thayer,*	W T Richards

*Committee of invitation

☞ Tickets $3; to be had of either of the above named Committees; and at the office of the Grand Secretary, in Odd Fellows' Hall, or at D Fell & Stetson s, No. 24 Chartres street ap 13

VANNUCCHI'S AMERICAN MUSEUM,
59 St. Charles street,

Open all hours during the day, and brilliantly illuminated at night. BEST WAX STATUARY EVER EXHIBITED in this country or in Europe.

Seventy Figures Large as Life.

THE BELLIGERENT POWERS OF EUROPE consisting of Queen Victoria, the Emperors of France, Austria and Russia, the King of Prussia and the Sultan of Turkey; the Queen of England in her Robes of State, and the Continental Sovereigns in FULL UNIFORM.

A beautiful episode in the life of
WASHINGTON!
Crossing the Bridge at Trenton.
BIRTH OF OUR SAVIOR.

The beautiful groupe is worth a visit from every family in the city. Also, just added,

THE LAST SUPPER,

consisting of Christ and his Twelve Disciples.—Here the artist has displayed great skill, truly wonderful!

THE DEATH CHAMBERS

of Hon Daniel Webster, Hon Henry Clay and Hon. John C Calhoun, one of the most perfect representations ever presented to the public.

Together with a large number of other Figures.

☞ Admission, 50 cents—Children half price. ap11

WHOLESALE VARIETY STORE,

59 CHARTRES STREET, BETWEEN BIENVILLE AND CONTI STS.

F. RIMAILHO & CO.,

IMPORTERS OF
FRENCH, ENGLISH AND GERMAN
HOSIERY, FANCY GOODS,
And Small Articles of all Descriptions

JUST received by the ships Ashland and Andover from New York and South Carolina, from Havre, a large assortment of:

White and Fancy Hosiery,
Egyptian Filet Gloves and Mitts,
Embroidered do do,
Common and Fancy Fans;
Ribbons, Velvets and Trimmings;
Cotton, Linen and imitation Thread Laces
Cotton and Linen Handkerchiefs
Men's and boys' knotted cotton Suspenders;
Combs. Brushes, Portemonnaies
Bone, Pearl and Fancy Buttons
Black and colored sewing Silks,
Knitting Cotton,
French Perfumery, Toys, &c., &c.

☞ City and country Merchants are requested to examine our stock before purchasing elsewhere.
mr15 1m

Second Hand Press.

FOR SALE—A second Hand Napier's Single Cylinder Press, bed 50 by 31 inches. Too whole complete, with rollers, fly wheel, &c. Apply at the office of the Bee.

FOR SALE.

A RETAIL WINE STORE, having an excellent run of customers, on Madison street. Also, a CART, with a HORSE, and every article for a wine dealer. Apply to PAUL LACROIX, No. 13 Toulouse street.

TO THE PEOPLE OF NEW ORLEANS—The wonder of the world is arrived in this city and is daily performing his wonderful cures. DR. SHERIDAN, from Madam Stephen's Hospital, city of Dublin, is daily restoring SIGHT TO THE BLIND and HEARING TO THE DEAF. Dr. S. will cure Cancers without the use of instruments. He will also cure the PILES at once. Persons troubled with the FITS go to the Doctor and get restored. He will also cure RHEUMATIC PAINS on the spot. He will restore GOOD HAIR to the Bald Head. Dr. S. will cure CONSUMPTION even in the second stage in from twenty-one to twenty-five days. SECRET DISEASES cured the first attendance and without loss of time to the patient.

Persons are advised to see the Doctor at his office, restoring Sight to the Blind. Doctor allows his Diplomas to be seen in his office.

☞ Office 39 Tivoli Circle, corner Triton Walk. Hours of attendance from 9 A. M. to 6 P. M. 126 1m

CARPET WAREHOUSE, 23 Chartres St.

CARPETING, a large stock of all kinds. FLOOR OIL CLOTH, all widths and qualities. MATTING, 300 Rolls 4-4 5-4 6-4 White Checks and fancy, now landing, WINDOW SHADES, Table and Piano Covers; Hair Cloth, Stair Rods, Rugs, Mats, Damask Linen and Druggetts for crumb cloths, all of which are offered at much reduced prices, by

A. BROUSSEAU & CO.,
N. Orleans, March 10. 1w

For Rent, on Account of Departure.

A RESIDENCE, corner Rampart and Conti streets, Western side of Rampart, having four large rooms, three cabinets, two galleries, two story brick kitchen, carriage house, stable and coach house, yard in front and back. Rent of the property will be rented low. For further particulars, apply to QUEYROUZE & LANGSDORFF.
ap6 15 St Louis st

Wanted

AT MADAME CHARTAND'S ACADEMY, an American Lady, to assume the conduct of the pupils and having it her power to give music. Apply on Bayou Road, between Claiborne and Derbigny streets. ap10 tf

Jackson Institute.
179 St. Louis street.

THE managers of the Institute inform the parents that Mr. [illegible] has just begun his lectures on Literature, [illegible] wishing to complete their studies would do well to avail themselves of this opportunity.

Mr. SELIGNY, with the most skilful assistance, will be happy to teach subjects now taught by every body, will be given to Botany, Natural History and Natural Philosophy.

N. B. It is not necessary to be a pupil of this establishment to be admitted to the above lectures.
ja17

BOURSIER'S INSTITUTE.

WANTED, at Boursier's Institute, 149 St. Louis street, an Assistant Teacher, who must be acquainted with Mathematics in the house, and have the Superintendence of young ladies. One capable of giving lessons on the Guitar preferred. m26

For Sale.

A YOUNG MULATTO GIRL, 20 years of age, excellent hair dresser, washerwoman, and good house servant, [illegible] recommended and guaranteed against the vices and maladies prescribed by law. Apply at No. 96 Custom house street, corner of Bourbon. m3

BOARDING HOUSE.

MRS. HAYES is now ready to receive one or two families at moderate terms, at the Planters' House, No. 21 Conti street, New Orleans, La. m3

Sole Agency of the Celebrated "STACKER IRON WORKS,"

TENNESSEE, formerly Stewart & Dicks, now Lewis, Kewn & Co.

REDUCTION:

From and after the 22d March instant, prices of Sugar Kettles will be as follows:
From 24 in. to 72 in. [illegible] 8 cts per inch diam,
" 66 " 42 " 8 00 "
" 36 " 24 " 7 5 "

Furnace Mouths, $25 and $30, according to size.—Grate Bars, 4 cents per pound.

E. F. LAVILLEBEUVRE,
Commission Merchant,
mr 23 66 St. Charles street, up stairs.

G. F. DELAMARE respectfully informs his customers and the public generally, that he has sold his establishment to Mr. P. A. LETOURNEUR whom he recommends to their kind patronage.

P. A. LETOURNEUR,
Successor to G. F. Delamare,
No. 85 Customhouse street,

MANUFACTURES zinc, lead, copper, tin and brass works of all descriptions, for buildings, fine household utensils, bathtubs, pails and buckets of all forms, pipes and covers, fine double wood bathing tubs, lead and shower baths, gas pipe fixtures, lead for water pipes, etc., distillers' copper apparatus and plantation do.

Manufacture of water filterers, a new system.
1m

VALENCIENNES, VALENCIENNES.—The undersigned have just received a new supply of Valenciennes Lace, new style, which they offer for sale at the most reduced prices.

LION & PINSARD,
ap7 66 and 68 Royal street, corner Bienville

NOTICE.—We inform the public, and particularly the city and country merchants, that Mr. Lion leaving shortly for Europe, will take charge of all commissions for the North, England, France, Belgium and Germany.

Terms very liberal LION & PINSARD,

SOAP—400 whole and half boxes Winchest er Soap, in store and for sale by
QUEYROUZE & LANGSDORFF,
ap 5 13 and 15 St Louis st

WHITE WINE—40 casks superior quality, in store and for sale by
QUEYROUZE & LANGSDORFF,
ap 5 13 and 15 St Louis st

MACKEREL—100 bbls, Nos 1, 2 and 3; 75 half do do; 100 kits, Nos. 1 and 2, in store and for sale by QUEYROUZE & LANGSDORFF
ap5 13 & 15 St Louis st

PAPER—1200 reams different sizes, in store, and for sale by QUEYROUZE & LANGSDORFF,
ap5 13 and 15 St Louis st

RUM—65 bbls Louisiana White Rum, in store and for sale by
QUEYROUZE & LANGSDORFF,
ap5 1w 13 and 15 St Louis st

MACKEREL—200 pa kes, different sizes, in store and for sale by
QUEYROUZE & LANGSDORFF,
ap5 1w 13 and 15 St Louis st

HERRINGS—200 boxes scaled, in store and for sale by
QUEYROUZE & LANGSDORFF,
ap5 13 and 15 St Louis

CLARET—400 casks Family Claret, in store and for sale by
QUEYROUZE & LANGSDORFF,
ap5 13 and 15 St Louis st

PEPPER—150 bags heavy Sumatra, for sale by
JOS H MARKS & CO,
ap5 76 & 78 Magazine st

MACKEREL—1,600 packages Nos 1, 2 and 3, large and shore, for sale by
JOS H MARKS & CO,
ap5 76 & 78 Magazine st

CRANBERRIES—bbls and hf do, 100 packages, for sale low to close consignments
JOS H MARKS & CO,
ap5 76 and 78 Magazine st

GOSHEN BUTTER—75 firkins Orange county, for sale by JOS H MARKS & CO,
ap5 76 & 78 Magazine st

IN STORE—200 casks good ordinary St Julien Medoc claret; 50 do family do; 40 do Haut Sauterne white wine; 130 bbls do do; 300 boxes claret, various brands; 25 do Haut Sauterne white wine; 75 do brandy fruits; 25 do absynth, brand Sauvegel, Bruneton & Co; 15 do kirschwasser do do; 70 cases, 144 empty bottles each; 6 bales, 30,000 pointed corks, 110 qr Edmond Julien's brandy; 20 qr old Cognac; 75 bbls old Monongahela whisky, for sale by
ap2 X LAMBERT, 68 Magazine st