THE DAILY BEE.

C. F. WELLS, A. SHOCKEY, M. MATHEWS, Jr., Proprietor.

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SATURDAY MORNING, MARCH 8.

Subscriptions by the Weeks.

The Carriers of the Bee are authorized to receive subscriptions by the week, at the rate of 25 cents.

THE NORTHERN MAIL failed yesterday from beyond Charleston, but brought a portion of the back mails.

MR. ROSS'S LETTERS.

Our fellow citizen, Lagan Ross, has published pamphlets containing six letters addressed by him to Gov. WICKLIFFE, on the subject of railroad improvements in Louisiana, and the most advisable means of securing their progress and completion. The first two of these interesting epistles having been published by several of our cotemporaries, need only a rapid condensation, with a view of rendering the third, which we now append, intelligible.

In Mr. Ross's first letter he refers to the history of the recent railway enterprises of our State. The first Railroad Convention was held in April, 1851, and in that body the policy of taxation on real estate for the purpose of building railroads was enunciated, and unanimously approved. At the election in November of that year a legislature was chosen in reference to the promotion of those reforms which had received the popular sanction. Among them was the principle of the contribution of State aid by subscription to the stocks of companies engaged in the construction of works of public utility. Mr. Ross briefly exhibits the unanswerable arguments in favor of taxation for such purposes, and then states that, believing in the success of the policy, he consented to serve as the President of the New Orleans and Jackson Railroad Company. Who absent at Havana in March 1852, the proposition for a subscription of $2,000,000 from the city was brought before the Council, and, unfortunately, it was stipulated in the ordinance that the installments should cover six years—the first not collectable until May, 1853. To this delay, coupled with a credit system and its accumulated evils inevitable, Mr. Ross ascribes the present languishing condition of our railroad enterprises, for, says he, "if the subscription by taxation had been granted as originally proposed, viz.: two and a half millions of dollars—one-half per cent. in 1852, and one per cent. per annum in 1853-'4-'5, and so forth, which would have equally received the support of the friends of the road, this sum, with the State and individual subscriptions, would have secured to the company nearly four millions of dollars in cash, without borrowing a dollar." This would have enabled the company to build two hundred and six miles of road, opened a new and fertile avenue of trade, created a revenue of $400,000 per annum, and maintained the value of the shares on a solid basis.

The consequences upon our railroads of this surrender of a cash system for one of credit form the topic of Mr. Ross's second letter. Our inactivity has operated as a check upon other railroad lines in close connection with our own. The ground assumed by the advocates of the ordinance that it would be a bank for credit, and that in any other shape its ratification would be illegal, was a fallacy. The people voted for the tax as a substantial aid in the effectual completion of the projected roads; they did not expect a postponement of the contribution, provided the object was attained. While had just voted a ten per cent. tax on real estate for railroad purposes, and her example was noble and encouraging. The delay of a year from the voting of the ordinance to the collection of the first installment, created a prospect of a year's inactivity, and would engender disappointment. It was deemed advisable to make an appeal to the people of those parts of Mississippi on the line of the road. Mr. Ross undertook the mission, but in its infancy was prostrated by illness, and forced to relinquish his design. In July, 1853, the sale by the city of two millions of dollars of its bonds inspired confidence that our credit would be good on every occasion. In November, 1852, contracts were entered into for building eighty-seven miles of road from the city to the State line, and other engagements made to the amount of two and a half millions, of which two millions had to be provided by our citizens.

In January, 1853, Mr. Ross resumed his connection with the Company. It was apparent that large sums would be needed to meet engagements. Mr. R. made heavy advances in times of great financial distress, and not without sacrifice. As considerable sums were still required, he proposed to appeal Connecticut, more to effect a mortgage loan; but the attempt proved a failure, in consequence of a deficient harvest, and an impending European war. The next step was a petition to the Legislature to commute the real estate tax subscription for one to be made in behalf of the City, to incorporate capacity, payable in its bonds, bearing six per cent. interest, and having twenty years to run. The measure has proved advantageous, and would have been far more so, but for the project of a railroad to Mobile, which was brought forward and sanctioned by the Council, and which cost the city hundreds of the two hundred thousand dollars. "Considerable as this sum may appear," says Mr. Ross, "it is insignificant in comparison with the sacrifices imposed on the Great Northern and the Opelousas Companies, and the forfeit, at home and abroad, of confidence in our own discretion and foresight."

The third letter, which is by far the most important, as it proposes a remedy for existing evils, we subjoin in full:

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The amount expended in the construction of the Great Northern and Opelousas Railroads is $6,297,353 55-100, of which the State has invested $1,364,800, and the city $2,000,000, the residue having been derived from taxation and individual subscriptions. This large sum may now be considered dead capital, neither road having advanced sufficiently to perform its work of developing the surrounding any important or valuable section of country. It is therefore a question which is addressed with strong claims on the vigilance and support of the government of the State and the city, with a view of securing the results which both made promise of earning to completion. You will naturally be led to inquire how the State can extend its aid, when it has already been given as far as the limits of the Constitution will permit. By using its great political and moral influence with our sister State of Mississippi, and enforcing it to co-operate in a joint guarantee sufficient with its immense resources in aid of a policy already ratified by the popular voice, and which only needs the acquiescence of enlightened and liberal legislation to lay the foundation of a solid and liberal support, alike honorable to the people and their representatives, and to which all may point with pride, as an imperishable monument of the glory of the State.

The city can issue no more bonds, and it would answer no good purpose if it did, as the market for the sale of its securities is restricted one; and, of all descriptions of aid there is in my opinion none more objectionable on grounds of interest and policy. Instead of relying on bonds or credit, why not fall back on her ample resources, wherever I have already explained, and, I think, convincingly, that had we adhered to this policy, our roads would now be giving some return on their cost, and be in part fulfilling their great mission; and if I read aright the sentiments of the bulk of the sensible and patriotic of our citizens, there is not one out of four that would interpose serious objections, provided guarantees equaled that, and that granted would be faithfully and judiciously applied. Our two Railroad Companies have nearly the whole of their unsold stock bonds pledged, with large margins to the lenders, for the loans needed to carry their floating indebtedness, and every day lessens their resources by the payment of foreign and citizens per cent. premium for money when they receive six per cent. on the city bonds, which is paid by taxation and comes out of the pocket of the citizen. How long would a merchant or planter continue solvent, with such a pressure upon his means? We are oppressively taxed already, and the loudest complaints prevail, but there is no remedy for this evil unless men of capacity and integrity can be prevailed on to superintend the expenditure of the city. If the reduction of taxes is to be also kept in view, we may soon find ourselves in the condition of being without streets over which a dray could pass; and if we taxed cotton, sugar and Western produce as much to transport them to our presses and warehouses as it costs to bring them hither, our trade will diminish, and our stores and houses become vacant. This is a topic which has not received more or less application in the illustration of my subject. But to return to the plan of city aid. That the City Council shall submit to the proprietors of real estate an ordinance to subscribe one million of dollars by taxation, to be divided in the proportion of $600,000 to the Great Northern and $400,000 to the Opelousas Company. That the last shall be collected in one installment, and the taxpayer entitled to receive shares of stock in each Company on presentation of his tax receipt. That in proportion as the tax is collected by the Treasurer of the city and paid to the Company, he shall be entitled to receive bonds on behalf of the city, an equal amount of its bonds, which shall be given to the taxpayer by the Mayor.

The practical operation of the adoption of this ordinance would be, that the Directors of our Railroad Companies, who are bound as borrowers for one million of dollars, and to endorse fully public paper for a like amount—to enlarge the values of their bonds and lessen obligations to them as a security, besides discharging three Companies from an incumbrance debt, which is consuming their substance, and crippling the value of their shares. Instead of the progress we have made in the construction of our railroads being benefitted with any future advantage, as everything we undertake indicates, we shall regain the zest and vigor, under the nourishing support to be derived from a policy sanctioned by the united judgment of self-interest and common sense. Our Companies will then complete for capital (which we have in abundance) on an equality with other sound and productive securities. There is now invested in our two roads not much short of some million of dollars, derived from taxation of real estate, nearly half of which is represented by shares, the remainder being applied to the payment of interest on the bonds to the city. This sum is dead capital, or rather what represents it has only a nominal value; and how are we to give life and value to this dead mass if we neglect to apply the remedies which the disease demands? Our condition is not unlike that of the proprietor of thousands of fertile acres which he cannot employ without capital and labor to improve and cultivate, and who consents to surrender a share to others who will furnish him these aids, rather than submit to privation and toil, when his consent would secure him luxury and plenty. The additional million of dollars proposed to be raised by taxation, and to cancel a like amount of the public debt, could not prove a serious incongruence to property; and Mobile may justly be cited as an example, where the current tax for railroad purposes is two per cent., and has not been felt for the last three years. I think it will appear clear to you that the tax payer will be the gainer—first, by giving value to shares already acquired; second, by accelerating the completion of our railroads, which, wherever they have been built, have more than doubled and quadrupled the value of real estate, and by augmenting population have enhanced the rents of houses in like proportion.

The Governor of Mississippi, who has evinced the most laudable degree of zeal in behalf of works of internal improvements, has been pleased to recommend in his late message, in strong terms, the Great Northern Road to the favorable consideration of the Legislature, and has suggested an increase of revenue to aid the different railroads running through the State. There is great merit in the recommendation of Governor McRae, and it is only to be regretted he did not name a higher figure than two hundred thousand dollars as the amount of annual aid. I am not insensible of the small importance or weight attached to counsels that are gratuitously extended, and I should not venture to express publicly any opinion as to what the State of Mississippi might do in aid of railroad improvements, if I had not received encouragement to do so from a number of its principal and most influential and respectable citizens—besides, my reluctance is in some degree overcome by the recognition of their hospitable reception, and the attention I received when I visited the State in 1852, and had the honor to address the Legislature in company with the resolutions of both branches. At that time I had only in view the obtaining of the right of way, and plainly stated that I did not come to invite assistance on the part of the State. That the weight of any claim now set up for its fostering aid should not be impaired, it is only necessary to institute an inquiry into the causes which have induced me to invite it. This has been partly done in this and my preceding letters, without referring to the blighted prospects of railroad undertakings which have since taken place, owing to the great enhancement in the wages of labor and the doubling of the cost of railroad iron. In 1851-'2 the building of 409 miles of the Great Northern Railroad from New Orleans to the Tennessee river, could be reasonably estimated to cost, not exceeding eight millions of dollars, on the scale of prices then current for wages, and all the materials needed in its construction. Provision for this expenditure was clearly within our reach at that time, if Mississippi had joined with us in the work. Its ratification would be a fallacy. The people voted for the tax as a substantial aid in the effectual completion of the projected roads; they did not expect a postponement of the contribution, provided the object was attained. While had just voted a ten per cent. tax on real estate for railroad purposes, and her example was noble and encouraging. The delay of a year from the voting of the ordinance to the collection of the first installment, created a prospect of a year's inactivity, and would engender disappointment. It was deemed advisable to make an appeal to the people of those parts of Mississippi on the line of the road. Mr. Ross undertook the mission, but in its infancy was prostrated by illness, and forced to relinquish his design. In July, 1853, the sale by the city of two millions of dollars of its bonds inspired confidence that our credit would be good on every occasion. In November, 1852, contracts were entered into for building eighty-seven miles of road from the city to the State line, and other engagements made to the amount of two and a half millions, of which two millions had to be provided by citizens.

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Our Northern exchanges publish to-day the British enlistment correspondence, so eagerly laid before Congress. It comprises two long despatches from Mr. MARCY, besides one from him to Mr. CRAMPTON, in which he presses the accusations very closely. The first despatch is dated the last of June, and the last the 30th of December—the one which closes with the request for Mr. CRAMPTON's recall. It also contains two curious letters from Mr. BUCHANAN, narrating the interviews with Lord CLARENDON about the bank Mary affair, and the correspondence panic episode. The correspondence covers more than 300 pages of foolscap. An early part of the correspondence explains the circumspicuous manner, which a qualified expression of satisfaction with the explanations afforded by the British government was expressed by Mr. BUCHANAN, had which has lately been alluded to by Lord CLARENDON in the House of Parliament. Mr. BUCHANAN, under instructions from Mr. MARCY, had called the attention of the British government to the violation of our neutrality laws. On the 19th of July last, Lord CLARENDON, in a note to Mr. BUCHANAN, expressed regret that the said laws had been infringed, and asserted that the infraction was in contravention of his instructions. He admitted that there were persons who had tried to enlist as volunteers, and that the British government had appointed a rendezvous within the British possessions for that purpose, claiming this to be a right, upon the pretext that the advertisements and recruitments were conducted by self-constituted and unauthorized agents. He denied the accountability of his government. Mr. BUCHANAN expressed satisfaction at this assurance, not knowing then, that at that very day Mr. MARCY was writing of enlistments, under British agents and complicity of British officials. Upon learning this complicity of the British minister and other officials, Mr. BUCHANAN, in a note addressed to Mr. MARCY, dated October 3, 1855, remarks:

"I need scarcely say that, had I been informed that her Britannic Majesty's representative at Washington had placed himself in the position attributed to him by Captain Strobel, I should not have expressed to Lord Clarendon my satisfaction in transmitting to you his note of the 19th July."

WASHINGTON, Thursday, Feb. 28.

The rumor that the President, had determined to dismiss Mr. Crampton immediately, and that a letter for that purpose had been written, is entirely unfounded. This is not a mere assertion, but from an incontrovertible source. The ultimate determination of the Administration on the subject will depend on the tenor of the next foreign advices, unless Mr. Crampton should previously withdraw.

Mr. Williams, of the Toledo *Blade*, elected binder of documents to the House of Representatives, has disposed of his interest to Robert Farnham, of this city.

Hon. Charles Peters, one of the Judges of the Circuit Court of Illinois, died here to-day of an attack of pleurisy.

The statement made at Philadelphia that Mr. Fillmore was not a member of the American order, was contradicted by the President of the Council, No. 177, of Buffalo, who stated that he himself was present when the obligation of each of the degrees was administered to Mr. F., and that he is a member of the order, in good standing.

Correction.

NEW YORK, Tuesday, Feb 26, 1856.

To the Editor of the New York Daily Times

Subscribe in your issue of this date that your reporter erred in giving the vote in the National Council, at Philadelphia, for President. It should be "Louisiana—No vote." I cast the six votes of Louisiana for Millard Fillmore. Please make the correction.

J. H. ELAM.

CITY INTELLIGENCE.

Destructive Conflagration—Loss $785,000

BALTIMORE, March 7th.—About 1 o'clock a fire broke out in yard No. 3 of the Baltimore Cotton Press, situated in the Third Ward, which resulted in the entire destruction of the building, with 2928 bales of cotton, involving a loss of upwards of $125,000.

The fire was discovered by a clerk in the yard, who attempted, with such means as were at hand, to stop its progress, but the flames spread with a rapidity too great to be controlled by the united efforts, and in less than twenty minutes from the time the fire was first discovered, the shed was completely wrapped in flames.

The alarm occasioned by the fire bells was by no means general, yet the great body of the Fire Department, under the direction of Chief Engineer Lord, working, succeeded in preventing the flames from spreading to the adjoining sheds, containing bales of the Cotton Press. But they were too late to save any of the contents of yard No. 3, for every bale of cotton was completely burned.

The fire department, as at many other fires, labored under the embarrassment of a want of water, and it is to be regretted that it should have occurred in the 5th instant one Theophile Collin passed a confederate bill on the Union Bank of Louisiana, upon him. The accused gave bail in the sum of $2,000 to appear and answer.

FINED.—Patrick McLennan, who, some weeks ago, was fined $50 for assaulting Mercator Carriage, while driving furiously along Customhouse street, the fine was fined $25 by Recorder Hamer for his culpable carelessness. Not being able to pay, he was sent to prison for thirty days.

FIRST DISTRICT COURT.—*Hon. J. B. Robertson.* Wm. O Rice and John Carvalho yesterday plead guilty to a charge of carrying concealed weapons, and were remanded. Jane Robert and Charles Oliver, charged with larceny, were discharged, sole prosecuts having been entered in their cause.

CONVICTED.—The following parties were yesterday convicted by Recorder Bright for brief terms in the Parish, $100 in the Lumberman and Mechanics' and $1300 in the Phœnix—probably no average.

BURGLARIES.—Upper works almost entirely demolished, but hull supposed to be sound. Insured for $3000 in the Pacific; $3000 in the Globe.

FALSE CITY.—Seems to be badly twisted, but not leaking. If upper works not materially injured. Insured for $4000 in the Pacific; $4000 in the American; $4000 in the Lumberman and Mechanics', and $4000 in the Phœnix—no average, probably.

PEARL STAR.—Cheeks and upper works badly damaged slightly—hull safe, although leaking a little from being strained. Insured for $1,000 in the Pacific; $4,000 in the Globe; $3,000 in the Phœnix—probably no average.

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By Telegraph,

Received at the New Orleans Bee.

[FOR THE MORNING LINE.]

LOUISIANA LEGISLATURE

BATON ROUGE, March 6th.—The Senate was engaged today on the bill repealing the Public School System.

Mr. Hicks—The Secretary of the New City Charter or filing the time for municipal elections was recommitted to-day, and the first Monday in June was substituted.

The Charter requires Councilmen to be worth $1,000 in unencumbered property; but a motion is pending to reconsider this section, with a view of reducing the amount. It is thought the House will get through with the Charter at this evening session.

The House was engaged last evening on the New City Charter, and passed eleven sections, with some amendments.

The Charter elections are to be held on the second Monday in July.

The Comptroller and Inter Street Commissioner are to be elected by the people.

The Mayor's term of office is two years.

RIVER INTELLIGENCE.

VICKSBURG, March 7th.—The steamer America passed down at 8, the Ben Franklin at 9, the Tuscaloosa at 10, and the Lucy at 11 last evening, and the Delaware at 2 this morning.

LOUISVILLE, March 7th.—The river is still falling, with eight feet water on the falls.

Arrived—Lady Lodge, Hickman, Susquehanna, Thos. Swan.

Departed for New Orleans—Monongahela, Tecumseh, Peter Telfon and Emigrant.

The New York Tribune of the 27th ult. has the following:

We understand that a letter was received to-day in this city, by F. S. Cutting, Esq., from Mr. Attorney-General Cushing, which states that the Central American question is in a fair train of settlement. The Clayton-Bulwer treaty has been abrogated, and a new treaty is to be formed. We have also confirmatory intelligence by the *Atlantic*. It is stated that Mr. Buchanan, in an interview with Capt. West just before he left Liverpool, informed him that he looked upon the Central American affair as arranged, and that the Crampton matter was now the only obstacle to a perfect understanding with the British Cabinet. A leading bank officer has also received a letter from his brother, at present in London, who is intimately acquainted with Mr. Buchanan, and who writes to the same effect.

VERY IMPORTANT SALE.—Public attention is called to the sale of that valuable and profitable Bakery No. 2 New Levee street, together with 2 head of acclimated slaves, accustomed to all the labors of said bakery, between parts, &c., the whole belonging to the estate of the late F. B. Duquin. The sale will take place on Saturday, 15th March, 1856, at Bank's Arcade, by E. Vignie, Esq., auctioneer. The terms are very favorable, being on a long credit without interest. From 1847 to 1855 the annual profits of said bakery have exceeded $15,000.

DAGUERREOTYPES, PHOTOGRAPHS, AND AMBROTYPES.—We direct attention to the advertisement of Mr. GUSTAFSON, No. 120 Canal street. This gentleman invites the public to examine his specimens of daguerreotypes, photographs, ambrotypes, and is prepared to execute all work of this kind in the highest style of art, and with the latest improvements. Mr. G.'s prices are such as to place his work within the reach of all. We have seen some beautiful photographs taken by Mr. GUSTAFSON, and entertain no doubt of his ability in any of the departments of that interesting art.

HAMILTON'S PANORAMA.—There will be an afternoon's performance to-day of this very popular exhibition. Let the juveniles take advantage of the same, and spend a pleasant hour in the city.

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SEA-MARINE No. 6.—Badly damaged and leaky. Insured for $4,000 in the Lumberman and Mechanics'. Probably no average.

G. W. SHAW, Jr.—Total loss. Insured for $4,000 in the Phœnix.

FOR ATTAKAPAS—Regular SATUR-DAY packet—The fine KY steamer TRIBUNE, Capt. Wm. Kennedy, will leave as above on SATURDAY, the 8th instant, at 4 o'clock, P. M., positively. For freight or passage, apply on board, or to Frenchez, Comerville, Bontemps, Pike, Bayou Boeuf and all intermediate landings on the route. For freight or passage, apply on board, or to HILL, WOOD & PUTNAM, 2 Commondeleu st.

FURNITURE.

SOUTHERN WAREHOUSE.

CHAS. A. STEWART,
157 and 159 Canal street.

LARGE HAIR STORE.

J. Rings, Main Dressers, 60 Chartres st. Bills have to inform the ladies and gentlemen of the adjacent country, that the latest style and class in the above line and also perfect satisfaction will be found in my place. Orders will be attended to, so as to please invariably my customers. Also, every article in Hair Dressing line for sale, cheap.

CARPET WAREHOUSE.

No. 79 CHARTRES STREET.

We are receiving weekly arrivals, direct from Manufacturers, Carpetings, subjects of new patterns of Tapestry, Velvets, and Brussels, Tapestry Brussels, Three ply, Ingrains, Venetians, Oil Cloths, Cocoas, Matting, Rugs, Hearth Rugs, Mats, Cocoa Matting, &c., all of which we offer at the lowest market price.

A. BROUSSEAU & CO.

REMOVAL.

MR. P. HAZEL,
HORTICULTURIST.

BEGS leave to inform the ladies and amateurs of works of internal improvements, that he has removed from Canal to 83 Chartres street. He has just received by late arrivals from Europe and N. York 400 magnificent Camelias, in flower and bottom, Daphnes, Azaleas, Kalmias, Metrosideros, Persian Arborvitæ, varied Magnolias, Quince, Jasmine, Sweet Roses, French Tuns, Rose Trees, Apple Trees, Berry and Cracked Tuns, Fore Rose, Warts and Flesh Wounds, it is a most valuable remedy and cure, which can be testified to by thousands who have used it in the city of Boston and vicinity for the last thirty years. In no instance will it fail to do its work, if directions are followed and the prescriptions. It is made from the purest materials, from a recipe brought from Russia—of articles growing in that country—and the Proprietors have letters from all classes, Clergymen, Physicians, Ex. Governors, Senators, and others who have used it to the above and recommended it to others. REDDING'S RUSSIA SALVE is put in large tin boxes, stamped on the cover with a picture of a horse and a disabled soldier, which picture is also engraved on the wrapper. Price, 25 cents a box.

REDDING & CO., Proprietors, Boston, Mass.

For sale in New Orleans by

J. WRIGHT & CO.,
23 and 181 Chartres st.

SAVE THE CHILDREN!—Of the multitudes of children dead this day before they reach their twelfth year, three fourths of them will be the victims of infantile worms or of diseases arising from their presence. Dr. ADAMS' CELEBRATED VERMIFUGE, which will infallibly and rapidly expel every the worst case of long standing, is the most successful remedy for this disease. It is unrivalled in its effects, and is the only one that stays, when the mortality among children is greater than was ever before known, is not safe to employ the ordinary nostrums of the day, and to know that the frightful increase of deaths among children is owing to improper treatment, and that unless they be prevented, we recommend this specific to all who have charge of young families.

Its perfect safety and remarkable name, "Wiser Celestial Vermifuge." This is the only article that can be depended on. Prepared by

J. WRIGHT & CO.,
Nos. 21 and 181 Chartres st.

Portuguese Renovated Annotations.

Essential Studies.

The members of this Association are requested to meet This Afternoon at 2 o'clock, precisely, at the President's house, corner of St. Ann and Bourbon streets, for the purpose of assisting at the funeral of MR. JOHN G. FRANK, a member of the Society who died yesterday.

By order of the President

JOSE T. ARANTES,
Secretary pro tem.

DIED.

On the 5th of March, 1856, at 8½ o'clock, P. M., in the house of St. John Baptist, EDMUND BERNIER DE MARILLAC, aged 9 years.

The friends and acquaintances of the late LOUIS DUCOURNAU, who died on the 16th of February last, on board the steamship Black Warrior, on her voyage from N. York to New Orleans, are respectfully invited to attend the funeral service, which will take place at his residence, No. 102 Gravier st., at 7 o'clock, A. M. of this M. Leslie Cathedral.

NEW FAMILY AND FRENCH

Commercial Bank of New Orleans,
Warm words Department.

THE following gentlemen were elected Directors of this institution by the stockholders, on the 5th instant:

William Alling, Pierre Pecle,
J. H. Peoples, A. W. Smith,
A. Carriere, Adam Gibbs.

And at a meeting of the Board, Messrs. Pierre Pecle, William Alling, Esq. was unanimously elected President.

M. E. PIZIN,
mh8 2t Secretary.

PHOTOGRAPHY.

GUSTAFSON'S
Daguerreotype, Photographic and Ambrotype Saloon,

No. 120 CANAL STREET, NEW ORLEANS.

MR. GUSTAFSON invites the attention of the public of timely executed work in his branch of art to examine his specimens of Daguerreotypes, Photographs and Ambrotypes, which for correct delicacy of expression and beauty of finish, he feels confident will be found to be equal to any in the Union. The Ambrotype is a new process of taking pictures on glass, which is very beautiful and cheap, and is now all the rage in Philadelphia and New York, which he can execute, at the shortest notice, superior work.

Persons desiring to have their likenesses taken, can, or otherwise, will be cheerfully attended at their residence, and be served by a gentlemanly operator.

The prices are such as to place his work within the reach of all.

His rooms are large, pleasant, and attractive, and he invites all to call and see his specimens of work, whether they desire to be served or not.

N. B.—Portraits of life-size taken from miniatures or other pictures, by the Photographic art, in a superior manner. mh8 3m

$50 REWARD.

THE undersigned have been robbed several times lately through anonymous letters in various newspapers of this city, and placards in the streets, of the most scandalous and false nature, without any cause, and wishing to discover the author or authors, in order to bring him or those together, will give Fifty Dollars to any person who will discover the same or give such information as will enable the undersigned to identify the author.

ANTONIO VIEIRA,
corner Bourbon and St Ann sts.

TWO SECOND HAND FOR SALE, wholesale and retail—
20 boxes Chabaut Lafitte.
25 do Chateau Margaux.
15 do do Pontac Lynch, superior.
50 do fruits in jubes, Lafaurie.
50 do brandy fraise.
50 do brandy mirabelle.
50 do assorted liquors, Badin.
15 do Chabaut liquor.
For sale by R. RENAUD & A. TAMBOURY,
corner St. Louis and Royal sts.

BRANDY—50 bbls Brandy, for sale by
JOSEPH LANDE & CO.,
mh8 26 Tchoupitoulas st

STARCH—200 boxes Prynne's Pearl, for sale by
JOSEPH LANDE & CO.,
mh8 26 Tchoupitoulas st

CHEESE—1000 boxes Proctor & Gamble's "full weight" Star candles, for sale by
JOSEPH LANDE & CO.,
mh8 26 Tchoupitoulas street

ALCOHOL—50 bbls Boyle's, 95 per cent. proof, for sale by
JOSEPH LANDE & CO.,
mh8 26 Tchoupitoulas street

WHISKY—50 bbls true brand "Monongahela Whisky," for sale by
JOSEPH LANDE & CO.,
mh8 26 Tchoupitoulas street.

CLARET—50 cases Claret, very old and fine, for sale by
mh8 HERMAN COUTHOUY,
21 and 23 Gravier street.

CHEAP STORE.

MILLINERY AND FANCY GOODS.
THE LAST SHADE.
SELLING AT COST.
Corner of Hospital and Chartres (Cypress) sts.

Medical Public.

Medical Students, Students of Medicine, Physicians, Druggists, Merchants, Planters, Boarding Houses, Steamboats, Hotels, Saloons, Restaurants, Coffee Houses, Confectioners, Bakers, Pastry Cooks, Ice Cream Manufacturers, Ice Cream Consumers, Ice Cream Eaters, Ice Cream Lovers, Ice Cream Sellers, Ice Cream Buyers, Ice Cream Mak