The Daily Crescent.

FIFTEEN CENTS A WEEK. NEW ORLEANS, MONDAY MORNING, NOVEMBER 25, 1850. VOLUME III.—NUMBER 227.

DAILY CRESCENT.

For the Crescent.

THE DEW-DROP.

When from his car the god of day
Shot over earth his fulgent ray,
To breathe the incense of the morn,
I beat my way along the lawn.

And soon I spied, upon a spray,
A dew-drop clad in colors gay—
Such as to angels' cheeks are given
By the inspiring airs of Heaven.

An hour passed on, and homeward straying,
Aurora's beams around me playing,
I sought in vain once more to view
That lustrous drop of limpid dew.

At length arrived the noon-tide hour—
All nature felt its withering power;
Aye, every floweret drooped its head,
Wherever *Sol* his radiance shed.

But when, descending from on high,
He bent him toward the western sky,
Borne on the Zephyr's wings, a shower
New lustre gave each drooping flower.

The cloud swept by—the wind was hushed,
And then the rose more deeply blushed;
More verdant Nature's carpet seemed,
While all the West with splendor beamed.

The Orient next engaged my sight,
Spanned by an arch supremely bright,
And robed in every gorgeous hue
That shone within that drop of dew.

They were the same I saw at morn,
While straying o'er that fragrant lawn—
The rose's tint—the saffron hue,
Commingled with the violet's blue.

And then, methought, that drop so bright,
That glistened in the morning's light,
From Earth's embrace had torn away,
To beam in Heaven with purer ray.

So virtues mild, and spirits pure,
A life on earth can ill endure;
But, when exhaled to Heaven, they seem
To angel forms to brighter beam.

Joseph Brant, the Great Mohawk Chief.

The name of Joseph Brant, the great Mohawk Chief, has a wide fame, but I apprehend that his true character is not well understood. Most persons think of him as a distinguished warrior, while few seem to be aware that he was also a great statesman—an upright, energetic civilian, with singularly correct ideas of justice, and a philanthropy, in some respects, far in advance of his time, and of the great mass of the civilized world called Christian. Brant died in 1807; and the following letter, extracted from the records of his life, written by the late William L. Stone, shows so fully a clear and disciplined mind, as well as a philanthropic heart, and, withal, the argument is so acute, that I think it worthy of transcribing for general circulation and perusal. This letter was written in the early part of the present century, at a time when imprisonment for debt disgraced the code of almost every State in the Union, if not of every State; and before the subject of abolishing that senseless and inhuman practice had been much thought of, even by the wisest, most benevolent, and most cultivated men of our country. It was addressed to a distinguished philanthropist, who truly appreciated Brant's character, and knew the acuteness of his intellect. The remark, "In the government you call civilized, the happiness of the people is constantly sacrificed to the splendor of empire," is full of truth and suggestive of thought. But here is the letter:

"*My Dear Sir*—Your letter came safe to hand. To give you entire satisfaction, I must, I perceive, enter into the discussion of a subject on which I have often thought.

"My thoughts were my own, and being so different from the ideas entertained among your people, I should certainly have carried them with me to the grave, had I not received your obliging favor.

"You ask me, then, whether, in my opinion, civilization is favorable to human happiness? In answer to the question, it may be answered, that there are degrees of civilization from cannibals to the most polite of European nations. The question is not, then, Whether a degree of refinement is not conducive to happiness; but whether you or the people of this land have obtained that happy medium. On this subject, we are at present, I presume, of very different opinions. You will, however, allow me, in some respects, to have had the advantage of you in forming my sentiments. I was, sir, born of Indian parents, and lived, while a child, among those whom you are pleased to call savages; I was afterwards sent to live among the white people, and educated at one of your schools; since which period I have been honored, much beyond my desserts, by an acquaintance with a number of principal characters, both in Europe and America. After all their experience, and after every exertion to divest myself of prejudice, I am obliged to give my opinion in favor of my own people. I will now, as much as I am able, collect together, and set before you, some of the reasons that have influenced my judgement on the subject now before us.

"In the government you call civilized, the happiness of the people is constantly sacrificed to the splendor of empire. Hence your codes of criminal and civil laws have had their origin—hence your dungeons and prisons. I will not enlarge on an idea so singular in a civilized life, and perhaps disagreeable to you. I will only observe, that among us we have no prisons; we have no pompous parade of courts; we have no written laws; and yet judges are as highly revered among us as they are among you, and their decisions are as much regarded.

"Property, to say the least, is as well guarded, and crimes are as impartially punished. We have among us no splendid villains, above the control of your laws. Daring wickedness is here never suffered to triumph over helpless innocence. The estates of widows and orphans are never devoured by enterprising sharpers. In a word, we have no robbery under the color of law. No person among us desires any other reward for performing a brave and worthy action, but the consciousness of having served his nation. Our wise men are called fathers; they truly sustain that character.

"They are always accessible. I will not say to the meanest of our people; for we have none mean but such as render themselves so by their vices.

"The palaces and prisons among you, form a most dreadful contrast. Go to the former places, and you will see, perhaps, a *deformed piece of earth*, assuming airs that become none but the Great Spirit above. Go to one of your prisons; here description utterly fails! Kill them, if you please; kill them too by tortures; but let the torture last no longer than a day. Those you call savages, relent; the most furious of our tormentors exhausts his revenge in a few hours, and dispatches his unhappy victim with a stroke. Perhaps it is eligible that incorrigible offenders should sometimes be cut off. Let it be done in a way that is not degrading to human nature. Let such unhappy men have an opportunity, by their fortitude, of making an atonement, in some measure, for the crimes they have committed during their lives. But for what are many of your prisoners confined? For debt! Astonishing! and will you ever again call the Indian nations cruel? Liberty, to a rational creature, as much exceeds property, as the light of the sun does that of the most twinkling star. But you put them on a level, to the everlasting disgrace of civilization. I knew, while I lived among the white people, many of the most amiable untried debts, and I dare say, with the best intentions. Both parties, at the time of the contract, expect to find their advantage.

"The debtor, we will suppose, by a train of unavoidable misfortunes, fails; here is no crime, nor even a fault; and yet your laws put it in the power of the creditor to throw the debtor into prison, and confine him there for life! a punishment infinitely worse than death, to a brave man! And I seriously declare, I had rather die by the most severe torture ever afflicted on this continent, than languish in one of our prisons for a single year. Great Spirit of the Universe! and do you call yourselves Christians! Does, then, the religion of him whom you call your Saviour, inspire this spirit, and lead to these practices? Surely no. It is recorder of him, that a bruised reed he never broke. Cease then, to call yourselves Christians, lest you publish to the world your hypocracy. Cease, too, to call other nations savage, when you are ten-fold more the children of cruelty than they."

It will be remembered that the Mohawk Indians, of which tribe Brant was a chief—and indeed the principal chief—were, at an early day, in the possession of some characteristics of civilization. Still, in the main, they were essentially Indian, retaining all their fundamental laws and all their distinctive Indian characteristics. Brant himself, though sent to school in New England in early life, and though greatly distinguished as a warrior, and greatly courted by distinguished men in America and in Europe, yet remained the chief of his tribe, and felt his glory and his welfare to be indentified with their glory and their welfare; and to the day of the death, his great solicitude was to protect his tribe in their rights, and to advance their interests.

However little we may think of his taste in declaring for savage life, or rather partially civilized life, as most conducive to human happiness, we cannot deny that some of his arguments in favor of his position, have force and pungency. His remark, "We have no robbery under the color of law," is a biting sarcasm upon the course that some Christians! —Heaven save the mark—take to rob their fellow-men of property, for which they have honestly paid, through some oversight in drawing up the deed, or through some technical informality, and his ideas of equity ought to make such men's ears tingle with shame.

Happily, the laws for imprisonment for debt have no existence in the United States, except perhaps in one or two of them. But the force of Brant's remarks on that subject is not broken on account thereof, though they do not apply to us now as a *people*. At the time his letter was written, imprisonment for debt was common, and hardly any body seemed to think there was any thing objectionable in it. His eloquent phillipic fell with peculiar force then, and stamped him as a man many years in advance of his time. To those who desire to study the character of this very remarkable man, I would say, Read the life of Brant, by Win L. Stone. These volumes are the result of great research; and besides giving an intelligent, and, I think, impartial life of Brant, supply a gap in all the histories of the United States I have seen, as well as in all other works treating upon the War of the Revolution. It gives a clear, connected, and lucid account of the operations in the Mohawk Valley, both immediately previous to the War of Independence, and during that war.—[Communicated to the St. Louis Intelligencer.

The Dartmoor Prisons.

THEIR SIZE AND PRESENT CONDITION.

A correspondent of Wilmer & Smith's European Times has recently been on a visit to the celebrated prisons at Dartmoor, an account of which, to the American reader, must possess essential interest. It was here, during the last war with Great Britain, that many of our countrymen were confined as prisoners, and forced to endure sufferings and hardships that will forever leave a stain upon the government that inflicted them, and for failing to alleviate which some of our own citizens have been strongly condemned. For a few years past these prisons have been broken up and used for other purposes, but are now again being put in repair for the confinement of convicts, for which alone they are appropriate. The writer says:

We halted opposite the massive archway of granite, the entrance of the prison, on which is inscribed two words from Virgil—"Parcere subjects." In addition to the sentiment of "sparing the vanquished," there was something pleasing in finding a thing so civilized as a classical inscription in so wild a locality—a gloomy place of captivity on a cheerless waste. Having passed beneath the granite portal, we so found a man who was ready to act as our guide. Although so regular, as he himself said, he was sufficiently acquainted with the place to impart the information we wanted. He looked old enough to give us some particulars respecting the French prisoners from his own recollection of them, but on inquiry I found he was only about forty—in short a mere upstart of yesterday. Had labor and a hard climate had made him look fifty or more.

The prisons comprise thirty acres, enclosed by a double wall, or two walls, one of which, at certain distances, stood the sentry boxes for the men who guarded the prisoners. As an additional security, there was within the walls an iron palisade. The position of the sentinels on the walls was so exposed that it was necessary in the winter to relieve the men every quarter of an hour or twenty minutes. In spite of all precautions some of them were frozen to death, and others narrowly escaped a similar fate. The establishment is situated upwards of fourteen hundred feet above the sea, but that it is not in a region of perpetual sterility is shown by the fact that a considerable extent of the sloping ground above it has been brought under cultivation. It is said that when Napoleon heard of these prisons being built on Dartmoor, he declared he would erect prisons on the Alps for his English captives, by way of retaliation.

The prisons for the soldiers and captives (which are seven in number) are long buildings radiating from a common centre, and resembling a star. In of the two floors had four rows of hammocks for the men to sleep in, and there was a passage through the middle. There is a third place, a sort of floor under the roof, narrower than the other floors, which must have been comfortless enough. This floor, we were told, had two rows of hammocks; but a friend afterwards informed us it was merely used as a scene of recreation, and was the place to which the prisoners ingeniously cut out various articles from the bone of their meat, etc. The crooks by which the hammocks were supported still remain in the walls, but nearly every thing else has been removed. The materials, said our guide, were sold when the government gave up the prisons to the Duchy, about four years ago. I was surprised to see how much the prison buildings have suffered since from the lapse of time. Parts of the floor and stairs were broken away, and the communication cut off. There is a cooking place attached to each prison.

The officers' barracks or quarters were a little more comfortable—a little more palace-like. They are supported on arcades, and surrounded by a breathing-space. This is paved, or rather pitched, but, as in the other yards, the stones are covered with a green clothing of grass, the produce of years. Within the building, the places where the hammocks were suspended are indicated by hooks, as in the soldiers' quarters. There is a good sized cooking place against the wall opposite the building.

We now went across the part lately used by the Naptha Company, and saw the remains of their machinery, materials, etc., which were to be sold by auction on the 26th of August last. Our attention was directed to the adjacent dungeon, a remarkably massive arch structure of granite, dimly lighted from a small grated window placed near the roof. The door was low, and of amazing strength, and it had a bolt of corresponding massiveness. The edifice, we were told, was built by the French prisoners themselves, and of course is of somewhat later date than the prisons, or than that portion of them first erected. On it is inscribed "F. P., 1811"—signifying, I suppose, French Prisoners, 1811. It should be mentioned that a certain part of the prisons was first built, and then the captives assisted (for a remuneration) in erecting their own abodes.

The dead-house, (ominous name,) the man told me, was without the walls, and I went out to see what I supposed to be it. Like the other buildings, it exhibits the marks of time. Those who died among the prisoners (and they were not a few) were interred without the walls on the eastern side.

I should not omit to say, as illustrative of the climate, that while we were inspecting one of the long prisons, a tremendous shower of hail fell, which sounded loudly and heavily upon the prison roofs. It was August, but the air told a tale of chill December.

It is interesting—sometimes painfully so—to listen to the narrative of those in the neighborhood who are old enough to remember when the prison was tenanted by the captives. Nearly 10,000 men were at one time confined within the walls. On one occasion there was a revolt among the prisoners, and in consequence a massacre. Our soldiers were ordered to fire on them. Artillery was brought from Plymouth, and cannon pointed at the gates—but they were not required, as the insurgents had been put down before their arrival. Dr. (now Sir George) Magarth, who was in office as medical man, and lived in a house beside the entrance of the prison, is said to have been in a great measure the means of making the rebels return to their prisons. With much coolness and determination, he went in among the prisoners, American, French and Spanish, and persuaded them to give up their insurrectionary attempt. The circumstance of his being very well liked by the men served the cause of order in this emergency.

The Dartmoor prisons are once more to be occupied, it is said, in the course of two months. Convicts are to be lodged there, and about 100 men are at present employed in repairing the buildings for their reception.

Horrors of Avarice.—The Cincinnati papers give us some singular facts connected with an old beggar woman, named Elizabeth Moselock, whose death lately occurred in that city. She died in the night, and in the evening a lighted candle was placed upon a stand beside her bed, her idiot daughter, a frightful looking hunchback, being the only attendant—though for a part of the time the physician was present. The old woman opened her eyes, and perceiving the burning candle, ordered it to be blown out, saying that she could not afford to pay for it. When first taken sick, she ordered the chest, which was, after death, found to contain nearly four thousand dollars in gold, to be placed beside her bed, and she kept it within reach of her arms during the whole of her sickness; and when the death struggle came on, and she was told she must die, she flung herself upon the chest and clawed at it in her wild, avaricious frenzy until she tore the very nails from her fingers, and thus embracing the ill gotten treasure, her spirit took its flight. An old stove in the room was found, after her death, to contain a considerable amount of silver and copper coin, carefully stowed away. The money and effects have been placed in the hands of an executor appointed by the court. In 1840, when small change was scarce, this woman made a handsome speculation by selling five hundred dollars worth at one time to a single individual. This money was accumulated by beggary, by herself and idiot daughter. The latter was generally flogged up her return home at night, when she did not make a good day's work of it, and was always whipped before she was sent out in the morning. The cries of the poor creature, while under the lash of her avaricious mother, have frequently excited the indignation of the neighborhood. The poor idiot herself was afterwards under an attack of the cholera, and is probably numbered with the dead.

Equal to a Bear Fight.—The Frankfort correspondent of the Louisville Journal relates the following: "The blue grass region was the scene, on Wednesday last, of an anomalous and tragical occurrence. It is the more tragical because the principal actor (or actress) is a woman. Be it remembered, also, that she moves in good society, and is, or was, as much respected as any lady in Paris. May her good name lose nothing by her chivalry and conjugal affection!

"Three men of bully reputation, went into the house of a gentleman in Paris, Ky., and asked his wife whether she was, trowing their business to be to tie him up and whip him for slapping the mulatto child of one of their chums. She replied that he was in his shop. They went off and she followed them into the shop unperceived and picked up a mallet and chisel. One of the men drew a knife and pistol and advanced to the husband, who was cornered, squalling murder. The lady, however, advanced with necessary speed, and dealt the assailant a blow with the mallet upon the shoulder, dislocated it, and silenced him. The second was met by the woman, and a blow with the same instrument, dealt with such force on the forehead as to break the skull, put him *hors de combat*. The heroine turned to her husband and found him tussling with the third one on the floor. She went to work upon this third gentleman's head as deliberately as circumstances allowed, and soon succeeded in relieving her husband from all fear of "murder" at his hands. All the gentlemen assailants had to be packed home. I have this statement of the facts and characters connected with this affair from a gentleman of undoubted veracity, who came from Paris the morning of the occurrence.

"I have heard of such heroism before, but not since the days of Boone, Logan, and Kenton. She must have some of their blood in her veins. Just imagine a woman, weighing scarcely 120 pounds, of mild countenance and modest mein, facing three ruffians and flamming out the trio with no aid but that of the husband in tripping one of them."

A Problem for Geologists.—Last week, John Massey, Esq., had occasion to blast a large solid boulder of granite on his farm in Cape Elizabeth for the purpose of removing it. The boulder was without seam or crack, or any appearance of one. On prying open one of the rifts, made by the blast, there was the body of a half grown frog, with his tongue thrust out of his mouth, as if forced out by the pressure. There was a cavity in the solid stone, just of the size, form, and capacity, to receive the frog's body, and from which it was taken. [Portland Argus.

A Fountain Among Willows.—It is my very ideal of elegance and grace. Those long, drooping, delicately-tolinged boughs undulating, waltzing with the zephyr, and those snowy water-shafts that lift their foreheads to the crownings of the sun, that sparkle, leap and fall back diamonds, like the thoughts of pure hearts ascended to heaven, are suggestive to my fancy of a multitude of fascinating images, of "alluring and delicious sounds." Psyche, yet a young maiden in her father's palace, sinking about her long, wavy, pale-brown hair; the sweet *minor* of old cathedral anthem; white fingers sweeping the strings of a Moorish lute; flowery scents, exquisite and half impalpable; vague and beautiful imagings floating around a poet's brain; Tasso improvising in a garden, ringing soft changes on the name of Leonore.

AUCTION SALES.

BY J. A. BEARD.

Extensive Sale of Splendid and Fashionable Furniture.

BY J. A. BEARD, Auctioneer.

TUESDAY, November 26, 1850, and the following day, at 11 o'clock.—Will be sold at auction, at the residence of James Robb, Esq., St. Charles street—

The entire FURNITURE of the establishment, comprising a lot of elegant and fashionable Drawing room, Dining and Breakfast room sets; superb Mirrors, elegant Curtains and Draperies, Divans, Settees, Work Tables; Extension, Dining, and other Tables; Pianos, fine Carpets, full sets of China and Glassware; the furniture of Chambers, comprising every description of Bedroom furniture; Gilding; and a large variety of every description of Furniture, of the best manufacture and latest styles. All as per catalogue, which will be ready for delivery on the 9th of November.

The dwelling will be opened for inspection of Furniture on the same and following days.

Terms.—Cash on delivery. Sale without reserve. n7

78 squares of Ground, containing 1810 Lots, with a new and modern built Dwelling, after the Gothic style, in the town of Carrollton.

Also, Choice Batture Property, situated at Algiers.

BY J. A. BEARD, Auctioneer.

TUESDAY, December 3, at 12 o'clock and the following days—

1. Will be sold at auction, at Banks Arcade, to cease joint interest—

The Magazine described REAL ESTATE, which will be sold in the highest bidder, to wit:

First. That eligibly, newly built to-this season, situated on the Carrollton Avenue, between Third and Fourth streets, top-heir with 24 lots of ground.

Second. 24 lots of ground adjoining the above property; after which will be sold 1810 lots of ground, situated in some of the best localities in the town of Carrollton. A portion of the property is located on the line of the two railroads now about being constructed from Lafayette, and the other being a continuation of the Carrollton Railroad to the Lake.

Third. 2 lots of ground situated near to the large warehouse at Algiers, and bounded by Lafayette street, the public road, Mississippi River, and the property of Dwight Lyons. These lots are well bounded for shipyards, warehouse, steamship wharves, etc. etc., as per plan exhibited at the Arcade.

Terms.—One-third cash; balance at 1, 2, 3, 4 and 5 years' credit for notes bearing mortgage on the property, with 6 per cent interest from date—and if not then paid, to bear interest at the rate of 8 per cent. per annum until final payment.

Acts of sale before T. O. Shaw, Notary Public, at the expense of the purchaser. n18

Succession of Cyrus Green—Improved Property on Sucrie street, Second Municipality.

BY J. A. BEARD, Auctioneer.

WEDNESDAY, December 4, at 12 o'clock—Will be sold at auction, at Banks Arcade, by and in pursuance of an order of the Hon. J. S. Kennedy, Judge of the Second District Court of New Orleans, dated Nov. 2, 1850—

The following described property belonging to the succession of Cyrus Green, deceased, viz:

A certain LOT OF GROUND, with all the improvements thereon, on the square bounded by Sucrie, Delaronde, Pauline, Tchoupitoulas and Toledano streets. Said lot measures 42 feet 3 inches 11 lines front on Sucrie street, by a depth of 127 feet 10 3-4 inches between parallel lines. Lot 12, 13, 14 and 15 adjoin each other and measure 102 feet 3 inches front on Constance street, by a depth of 120 feet, between parallel lines.

Terms.—One third cash; balance at 6, 12 and 18 months' credit, for notes bearing 8 per cent. interest from date, secured by mortgage on the property.

Acts of sale before Wm. Monaghan, N. P., at the expense of the purchaser. n5

Choice Building Lots, to close an Estate, without reserve.

BY J. A. BEARD, Auctioneer.

SATURDAY, December 7, at 12 o'clock—Will be sold at auction at Banks Arcade—

The undersigned BUILDING LOTS, which will be sold to the highest bidder, to close an estate, viz:

Six lots of land situated in the square bounded by Annunciation, Constantine, Berlin and Dryades streets—being Lots Nos. 8, 9, 11, 12, 13 and 15, in a plan established at the sale, drawn by C. A. Butler, Surveyor. Lots 8 and 9 adjoin each other, and measure 28 feet 9 inches front on the Annunciation street, by a depth of 120 feet 10 inches between parallel lines. Lots 12, 13, 14 and 15 adjoin each other and measure 102 feet 3 inches front on Constance street, by a depth of 120 feet, between parallel lines.

Terms.—One third cash; balance at 6, 12 and 18 months' credit, for notes bearing 8 per cent. interest from date, secured by mortgage on the property.

Acts of sale before T. O. Shaw, Notary Public, at the expense of the purchaser.

Also—

A valuable Lot of Ground situated in the square bounded by Magazine, Germain, Robin and Hurst streets; measuring 50 feet 9 inches by 125 feet front on Magazine street, by a depth of 110 feet 3 inches 6 lines in depth, between parallel lines.

Terms.—One-fourth payable in cash; balance at 6, 12 and 18 months' credit, with 6 per cent. interest, secured by mortgage on the property.

Acts of sale before O. Duncan, Notary Public, at the expense of the purchaser. n23

STEAMBOATS.

For Mobile—*DAILY*.

U. S. MAIL LINE—The splendid passenger packet steamers **DIXIGON**, Captain E. A. Hiers, and **FLORIDA**, Captain W. T. Gibeson, having been built expressly for the Lake Trade, with superior accommodations, (Ladies' Cabins all in State-rooms,) will run during the above steamers will leave the Pontchartrain Railroad DAILY, on the arrival of the Lake Train, which leaves the Depot adjoining the Ferry at 4 o'clock p. m., and will leave for the above and all intermediate landings, on MONDAY, the 25th inst., at 5 o'clock p. m. For freight or passage, apply on board, foot of Canal street, or to

T. B. SMITH, 17 Poydras st.

N. B.—The steamer T. Mollen, the only boat that runs direct from New Orleans to Yazoo City. n25

Regular Yazoo River Packet CLEONA—For Lefore, Greenwood, Macon, Yazoo City, Satartia and Vicksburg—The powerful elegant and swift running steamer CLEONA, Capt. C. V. Wear, will leave for the above and all intermediate landings on MONDAY, the 25th instant, at 5 o'clock p. m. For freight or passage, apply on board, foot of Canal street, or to

T. B. SMITH, 17 Poydras street.

For Louisville.—The splendid steamer **HOSTON**, Capt. J. M. Pilcher, will leave for the above and all intermediate landings on MONDAY, the 25th instant, at 5 o'clock p. m. For freight or passage, apply on board, or to

SAMUEL EWING, 30 Gravier street.

Regular Monday Vicksburg Weekly Packet MONTGOMERY—For Pinckney, Rodney, Natchez, Millikin's Bend, Delta, Vicksburg, New Carthage, Grand Gulf, Rodney and Natchez. The splendid and swift running passenger steamer MONTGOMERY, Capt. J. H. Pitts, will positively leave for the above and all intermediate landings, on MONDAY, the 25th inst. at 5 o'clock p. m. For freight or passage apply to

T. B. SMITH, 17 Poydras st.

For Louisville, Evansville, Henderson, etc.—The new and splendid passenger steamer **LEXINGTON**, Capt. Jas. Mather, is now in port, and will leave for the above and intermediate landings, on TUESDAY, the 26th inst. at 5 o'clock p. m. For freight or passage, apply on board, or to

JAS. MOORE & CO., 8 Front st.

Regular Tuesday Weekly Yazoo City and Vicksburg Packet MONROE—For Yazoo City, Satartia, Vicksburg, Grand Gulf, Rodney and Natchez—The new and swift running passenger packet MONROE, Capt. Sam'l Swartzer, will positively leave for the above and all intermediate landings on TUESDAY, the 26th inst. at 5 o'clock p. m. For freight or passage, apply to

T. B. SMITH, 17 Poydras st.

Regular Red River Packet Steamer GOV. BEAT—For Shreveport, Natchitoches and Alexandria—The superior, light-draught, and swift running steamer GOV. BENT, Capt. D. Brent denburg, will leave for the above and all intermediate landings, on TUESDAY, the 26th inst., at 5 o'clock p. m. For freight or passage, apply on board, foot of Hercules street, or to

T. B. SMITH, 17 Poydras st.

Regular Memphis Packet ARKANSAS—For Memphis, Helena, Mouth of White and Arkansas Rivers, Napoleon, Princeton, Lake Providence, Vicksburg, and Delta—The new and splendid passenger steamer AMERICA, Jesse Johnson, master, will leave for the above and all intermediate landings on WEDNESDAY, the 27th inst., at 5 o'clock p. m. For freight or passage, having superior accommodations, apply on board, foot of Canal street, or to

PICKETT, PERKINS & CO Agents,
67 Magazine street.

N. B.—A clerk is now on the Levee receiving freight for the America. n23

REMOVALS.

REMOVAL—DR. SAMUEL A. CARTWRIGHT (late of Natchez,) has removed to No. 144 Canal street. Office in the lower front room, third door beyond the Exit capital Church. n20 3mos

REMOVAL—JOSEPH H. PALMER & CO. have removed from 56 Gravier street to No. 67 Camp street, above Gravier. n30 6m

REMOVAL—DR. MCKELVEY has removed his Office to No 12 Carondelet, between Canal and Common streets. n4 3m

REMOVAL—HUTCHINGS' DAGUERREOTYPE has removed to the north-east corner of Canal and Chartres street—The finest Portraits in the world are taken at this establishment, at prices to suit the times. Call and see. Entrance No. 34 Canal street. n1 3mos*

CARRIAGES, ETC.

NEW ORLEANS CARRIAGE WAREHOUSE, No. 118 and 120 *Gravier street.*

CARRIAGES and HARNESS of every description, Wagons and Carts, Whips, etc., for cash or approved paper.....Also,—Springs, Axles, Leaves, Bars, Cloths, Leather, Lace and Varnish. (d4 6mls W) J. A. LIM & CO.

WATCHES AND JEWELRY

J. D. ANDERSON, No. 17 St. Charles street.—Watches, Chronometers and Nautical Instruments accurately adjusted. Philosophical and Electrical Apparatus made to order and repaired.

36 hour Chronometers altered to run 36 hours. n25 1y

M. MEYER, No. 100 Camp street, Watchmaker and dealer in JEWELRY, GOLD PENS, FANCY ARTICLES, and WATCHES. All Jewelry articles repaired at moderate prices. n18

FINE WATCHES, JEWELRY, SILVERWARE, etc.—YOUNG & CO, No. 8 Camp street, have at all times on hand a complete assortment of articles in the above mentioned line. WATCHES of the best English manufacturers, in Gold and Silver, hunting and open faces, fine cases, Patent Lever and Duplex Escapements, full and jeweled, full plate and three-quarters plate movements, and all sizes. Gold and Silver Watches, Guards, Keys, and the cases set with Diamonds—all of which are fully warranted for time and quality.

Gold CHAINS of the newest patterns.
Gentlemen's Guards, Fob and Vest CHAINS.
BRACELETS, in Gold, Silver and Steel, for all rights.
Diamonds in Brooches and Rings—rare cheap.
Ladies' Breastpins and Ear Rings—a large assortment.
Gold Pens, in Gold and Silver Holders, Pencils warranted.
Signet Rings, other Rings, Wedding Rings, plain Gold Rings.
Gold and Silver Thimbles, Studs, Collar and Sleeve Buttons.
SILVER-WARE, warranted pure as coin, plain and threaded tea spoons, tablespoons, Gravy and Tea, Dessert, Mustard and Salt Spoons; Table and dessert Forks, Soup Ladles, Butter Knives, Sugar Tongs.

An assortment of handsome Silver Cups.
PLATED WARE, consisting of Castors, Candlesticks, etc.
Mantel CLOCKS, of black, white and gray Marble.
Fine English Office Clocks, with Steel Winding Chains.

☞ Citizens and strangers visiting the city are respectfully invited to examine the above stock before purchasing elsewhere, as the whole is of the finest quality, not to be excelled by any house in the trade, and at moderate prices.

☞ Particular attention given to repairing Clocks, Watches and Jewelry. Gems mounted and Diamonds reset. n4 6m

SHIPPING.

FOR CALIFORNIA.

U. S. Mail Steamship Company.

FOR CALIFORNIA, via CHAGRES, Without detention at Panama—The new and splendid steamship **PACIFIC**, S. Jarvis, commander, will leave for CHAGRES with the Government Mails, and passengers, for SAN FRANCISCO and intermediate ports, from her wharf, at St. Mary street, Lafayette, at 8 o'clock, A. M., punctually, on THURSDAY, November 28th.

☞ The U. S. Mail Steamship Company have now four new and magnificent Steamships, the REPUBLIC, COLUMBUS, ISTHMUS and ARTELOPE, running semi monthly on the Pacific side from Panama to San Francisco; and the connection at Panama being now complete, it will be carefully kept up, and passengers may feel assured of meeting with no detention at Panama beyond the usual stay in port.

RATES OF PASSAGE.

From New Orleans to Chagres:
In Saloon.....$80 00
In Second Cabin.....60 00
In Steerage, with Berth and separate Mess.....45 00

From Panama to San Francisco:
In Cabin.....$200 00
In Steerage, with Berth and separate Mess.....150 00

☞ No berths are considered secured until paid for.

☞ For freight or passage apply at the office of the U. S. Mail Steamship Company, 59 Magazine street.

JAMES R. JENNINGS, Agent.

Pacific Mail Steamship Company.

FOR CALIFORNIA, via Chagres.—**Direct Line to Chagres.**—The new and magnificent double-engine steamship **PHILADELPHIA**, Capt ——, commanding, will leave on her first trip from this port for CHAGRES, DIRECT, on SUNDAY MORNING, the 1st December, at 9 o'clock, punctually.

This steamship, together with the new double-engine steamship "Caribbean," built expressly for this trade, will form a Semi-Monthly Line from this port to Chagres direct, to connect with the Company's Mail Steamships "Oregon," "California," "Panama," "Northerner," "Tennessee," "Columbia," and "Carolina," from Panama to San Francisco and Oregon, securing to passengers THROUGH TICKETS with certainty and the quickest dispatch. A Mail will be dispatched by each steamer, carrying later dates than any other steamer leaving the United States, to meet the Government Mail Steamer of the 1st and 15th of each month from Panama to San Francisco and Oregon.

RATES OF PASSAGE:

From New Orleans to Chagres.
In Saloon.....$80 00
In Second Cabin.....60 00
In Steerage, with Berth and separate Mess.....45 00

From Panama to San Francisco.
In Cabin.....$200 00
In Steerage, with Berth and separate Mess.....150 00

☞ All tickets for passage and orders for freight must be procured directly from the agents, as no other parties are authorized to sell tickets or contract for freight.

ARMSTRONG, LAWRASON & CO, Agents,
n16 67 Magazine street, New Orleans.

For California.

For CALIFORNIA, via the ISTHMUS OF TEHUANTEPEC.—The pioneer of this route, the fine fast and favorite steamship **ALABAMA**, J. Foster, commander, will leave the wharf foot of Gerod st., for COATZACOALCOS RIVER, touching at Vera Cruz, on the 5th December for her first trip; on the 5th January for her second trip, on the 25th January, 1851, for her third trip, and so on subsequently, at intervals of twenty days. The Alabama will accommodate 150 passengers. Her stoppages at Vera Cruz will be only a few hours. The travel to San Francisco is shortened nearly 2000 miles. The cost is greatly reduced, as will be observed by reference to the rates at foot. The country to be traversed is healthy, and the facilities for travel are considered abundant. The cost of the passage, including board, can be obtained. There are towns and commodious stoppages, and the whole distance can be made in about thirty-six hours. Confirmation of this can be obtained, previous to engagement, to parties desiring to adventure. No established arrangements of travel has yet been made by the Tehuantepec Company of New Orleans, to propose to give their immediate attention to it, but mean while they afford the opportunity to persons who should become personally acquainted with a route of communication which will very soon become the great highway.

RATES OF PASSAGE:

In Saloon.....$50 00
In Lower Cabin.....45 00
In Steerage.....30 00
Freight 35 cents per cubic foot. ☞ 200 pounds baggage allowed each passenger.

n22 1mo J. MEEKER & CO. 66 Purdras st.

For SAN FRANCISCO and SACRAMENTO CITY—*Regular Line of California Packets.*—The A1 new and very fast sailing bark **GIPSY**, Capt. Geo. J. Ewing, having half of her cargo engaged, will meet with all possible dispatch. The vessel is of the first class, newly coppered, well found and fitted in every respect, and the excellent accommodations for cabin and steerage passengers, who will be landed at San Francisco or Sacramento, as preferred. For freight or passage, apply to

C. S. WEEKS, R. W. COX, 66 Poydras street.

Capt. James A. Grant, of Sacramento City, the oldest of a great part on of the cargo of this vessel, will take charge of any consignments directed to his care, and give any information to persons to the owners on board. For sale or charter, or to the Agent, and refers to Messrs. Church & Carruthers, Pittsburg; James P. Jack & Co., Cincinnati; Buchanan, Carson & Co., New Orleans; Wm. H. Kirman, Cashier of the Commercial and Agricultural Bank, Texas. n18

FOR CALIFORNIA, the San Juan Nicaragua.—A superior and very fast sailing vessel having some room for passengers, will be dispatched as above so soon as a sufficient number of passengers and freight offer. Parties desirous of going this route, which is the cheapest and most direct, will do well to apply to register their names at the office of the undersigned, where information in reference thereto may be obtained.

n19 J. K. DEWEY, 88 Gravier st.

SAN FRANCISCO REGULAR LINE.

FOR SAN FRANCISCO.—The A1, fast sailing ship **GEORGE STRYKER**, Captain John Cushing, master, has two hundred tons burthen, and will have all possible dispatch. This ship is a superior order, copper-fastened and well found in every respect. For freight or passage, apply on board, foot of Canal street, or to

J. F. WHITNEY & CO. 51 Camp st.
or WILLIAM J. DEWEY, 88 Gravier st.

DOMESTIC PORTS.

U. S. Mail Steamship Company.

FOR NEW YORK AND HAVANA—The new and splendid steamship **PACIFIC**, J. Jarvis, commander, will leave on THURSDAY, the 28th of November, at 8 o'clock, punctually, from her wharf, at St. Mary st., Lafayette, for HAVANA and NEW YORK.

RATES OF PASSAGE:

To New York—State-Room Berth, Saloon.....$75 00
Stateroom Berth, Forward Saloon.....60 00
Steerage Berth, with berth and separate mess.....25 00
To Havana—State-room Berth, Saloon.....25 00
Steerage Berth, with berth and separate mess.....15 00

Passengers for Havana must procure passports from the Spanish Consul.

☞ No passage is considered secured until paid for.

☞ An experienced Surgeon accompanies vessels of this line.

☞ Passengers for New York will be transferred at Havana to the splendid steamship Georgia, and thus have an opportunity of seeing that beautiful city.

☞ For freight or passage apply at the office of the U. S. Mail Steamship Company, 59 Magazine street.

JAMES R. JENNINGS, Agent.

☞ Special notice is given to shippers by this line that the company have prepared a form of a bill of lading adapted to the business of their steamships, which will be furnished to shippers on application at the office of the company's office, and with which they are requested to provide themselves, as the old form will be altered by the agents of the company. All bills of lading must be signed before the sailing of a vessel. n18

CHARLESTON AND HAVANA—Packet—*United States Mail Line between Charleston and Havana, via Savannah and Key West*—The splendid steamship **ISABEL**, Capt. Rollins, 1100 tons burthen, has resumed her regular trips from CHARLESTON (S. C.) to HAVANA, leaving Havana on TUESDAY, the 26th inst., at 3 o'clock p. m., and leaving Charleston on the 1st and 15th.

RATES OF PASSAGE:

Havana to Charleston or Savannah.....$40
Havana to Key West.....30

For further particulars, apply to

M. C. MORDECAI, Charleston, or to
E. J. HART & CO. 79 Tchoupitoulas st., N. Orleans.
CRANE BRO'S & CO. Agents at Havana.

☞ Passengers leaving Havana by the ship can reach Baltimore on the *Fifth Day* by taking the Land Route, and New York and Boston the *Sixth* day by taking the same time by taking the Steamship to those ports. n6 3aw

FOREIGN PORTS.

FOR VERA CRUZ—The well-known and favorite steamship **ALABAMA**, R. W. Foster, commander, will leave the wharf, foot of Gerod street, for Vera Cruz on THURSDAY, 5th December, at 4 o'clock, p. m.

RATES OF PASSAGE.

In the Saloon.....$50
In Lower Cabin.....45
In the Rte-rage, Mattress and Separate Mess.....30

☞ Two hundred and fifty pounds of baggage allowed each passenger.

☞ For freight or passage, apply to

C. S. WEEKS, R. W. COX, 66 Poydras street.

FOR SALE, FREIGHT OR CHARTER—The Bark **ROMAN**, being now unloaded, can be fully