The Daily Crescent.

FIFTEEN CENTS A WEEK. NEW ORLEANS, WEDNESDAY MORNING, DECEMBER 11, 1850. VOLUME III.—NUMBER 241.

The Daily Crescent.

OFFICIAL JOURNAL
Of the Council of the Second Municipality.

PUBLISHED EVERY DAY—(SUNDAY EXCEPTED)—
BY CROCKETT, FROST & CO.

JOHN W. CROCKETT.....J. W. FROST.....HUDSON A. KIDD.

OFFICE.....No. 93 ST. CHARLES STREET.

TERMS OF THE CRESCENT.

DAILY—Fifteen Cents per week, payable to the carriers, or Eight Dollars per year, payable in advance—half yearly and quarterly at the same rate.

THE WEEKLY CRESCENT—Three dollars a year, payable in advance. Postmasters and others acting as agents, by sending Sixty Dollars, will be entitled to two copies.

TERMS OF ADVERTISING.

Inclusive to the Cash Standard.

From and after this date, the following reduced rate of charges, per square of 12 lines or less, in Agate, or 16 lines or less, in Pearl, will be invariably adhered to, and that, while all the patrons of the Crescent will be put upon an equal footing, its columns will be opened to thousands who have never been able, heretofore, to advertise, viz:

First insertion, per square, in all cases	$0 50
Each insertion after, per square, second page	0 20
" " " " third page	0 25
" " " " outside pages	0 12½
" " " " Weekly Crescent	0 25
For one month, per square, second page	$12 00
For one month, per square, third page	8 00
For three months, per square, outside pages	10 00
For six months, per half-square, outside pages	10 00
For twelve months, per quarter-square, outside pages	10 00

For business cards in the Weekly Crescent, half the rates in the Daily.

Contracts will be made with merchants to advertise by the year, based on the above rates. All advertisements not marked will be considered as intended for one insertion only. Those reduced rates are offered to our patrons as a premium for Cash payments, every 3 months (or sooner, if they prefer), for regular advertisers, with whom we keep running accounts; must be left at the counter and paid for in advance. October 1, 1850.

From the New York Observer.

The Evacuation of New York, A. D. 1782.

A VERY INTERESTING SKETCH.

On the tenth of June, 1776, more than three weeks previous to the Declaration of Independence, a British fleet, destined for the capture of the city of New York, arrived off Sandy Hook. The announcement of this fact was the signal, by recommendation of Gen. Washington, for the removal of the women and children, and their personal effects, to a place of safety. The General had made the city his head-quarters since the 14th of April in the same year. That portion of the inhabitants who were opposed to the British rule, and friendly to Congress, took refuge mostly on the other side of the Hudson River and found among the ancient Dutch families of Bergen, Rockland and Orange, a transient and unquiet home until after the war.

It was not, however, until after the second week in September, that the armies of Great Britain landed on the Island. A large British and Hessian force had effected a landing, August 23d, on Long Island, and secured the approaches of the city from that quarter. On Sunday, the fifteenth of September, 1776, (war knows no Sabbath!) Sir Henry Clinton, in command of the invaders, succeeded in landing his troops at Kip's Bay, on the East River, just above the recent location of the Alms House establishment at Bellevue. The American troops, unprepared for a successful resistance, evacuated the city, by the new road which had recently been cut through the hills on the western side of the Island, and partially graded, which now constitutes a part of Broadway. The British marched in by the "Old Boston Road" as it was then called, or "the Bowery," as now called, along ground which at the time were only a few straggling houses.

The limits of the city were at that period quite circumscribed. The Northern flank of the population extended along Chambers street on the west, and Catherine street on the east. Not a street had then been laid out in the Seventh Ward, which lies beyond Catherine street along the East River, the whole of which was then known as "Colonel Rutger's Farm." Lines of fortifications were subsequently erected by the British, extending from Col. Rutger's farm-house, now "Rutger's Place," to Fort Pitt, at or near the junction of Sheriff and Grand streets, not then laid out, to Bunker's Hill, or Bayard's Mount, near what is now the corner of Grand and Mulberry streets, through which the present Canal street was laid out years afterwards.

The city proper occupied scarcely more than half of the ground this enclosed, containing about 1,800 houses, inhabited by nearly 30,000 people. Of the houses, about five hundred were destroyed in the memorable fire of the 21st of September, only six days after the evacuation of the Americans, which consumed a large portion of the western part of the city, including Trinity Church. Nearly the whole habitable and inhabited part of the town was then reduced to the space bounded by Broadway, New street, the Broadway from Wall street to Chatham street, thence along Chatham and Catherine streets to the East River.

Such was the city, of which the British army took possession, and which they occupied during the war of the revolution. Seven long years and more, the patriots of the city and their families were exiles from their homes, while their dwellings were occupied by a foreign soldiery, and their goods wasted or destroyed. A part of the population submitted to the British rule, and were permitted to remain in their dwellings, constantly subject, however, to every species of exaction, and at the mercy of every vile informer. A few were found who received the enemies of their land with open arms, and became the most cruel and bloody oppressors of their countrymen. The population of the city was reduced by the departure of the Americans, and the seven years' captivity, to about ten thousand souls.

The last blood poured out by the patriots, in defence of American liberties and rights, was shed on Long's Island, near Charleston, S. C., about the first of September, 1782. From that period hostilities ceased. A general expectation existed on the part of the belligerents that peace would soon be proclaimed. The prospect of peace and of the acknowledgment of the British Government of the Independence of the United States, was far from affording pleasure to that portion of the population who had signalized themselves as loyalists. They were a class of men who, in the cause of Great Britain during the war had made them exceedingly obnoxious to their former neighbors, and to portions of their own families. They feared, with reason, the vengeance of those who had escaped from the Sugar-House, and Provost, and North Dutch Church, (then a prison-house, where hundreds died by starvation and cold,) and whose exasperation had been kindled to a flame. They, therefore, judged it best to foresee the evil and hide themselves. Some of them had resided long in the mother country, where their descendants now live. But the greater part of them obtained grants of land in and a passage to Nova Scotia, a large part of which province is now settled by the descendants of those who were natives and residents of the city of New York. The first of these expatriated colonists set sail in a fleet of transports, October, 1782, and numbered 460 souls. Similar depopulations took place during the following twelve months.

Intelligence was received in this city on the 24th of March, 1783, of the settlement of preliminaries for the conclusion of a general peace between Great Britain on the one hand, and on the other, France and the United States of America. A proclamation for the final cessation of hostilities was issued by Congress, April 11th; and on the 19th of the same month, just eight years after the first battle was fought at Lexington, Mass., peace was proclaimed in the American army. The Treaty of Peace was signed in the city of Paris, Sept. 3d, 1783; on the 18th of October following, Congress issued a proclamation for the disbanding of the army on the third of the next month.

During this whole period of suspense, the city remained in the possession of the armies of Great Britain. Preparations were made immediately on the arrival of the Treaty of Peace for their removal. The embarkation took place on Tuesday morning, November 25. A fleet of vessels were anchored in the Hudson River to receive the troops. As one after another of the hated vessels weighed anchor and shaped its course down the bay, that portion of the American army, which had not yet disbanded, marched into the city, under the command of Major-General Henry Knox, and took possession of Fort George, then occupying the site immediately south of the Bowling Green, and east of the Battery.

The army was followed, shortly after, by Gen. Washington and Gen George Clinton, Governor of the State of New York, with their suites; who made their public entry into the city by the "old Boston Road," the only avenue in a passable condition, that then communicated with the country. They were followed by the Lieut. Governor and the members of Council on horseback, four abreast; and these by the officers of the army and citizens, both on horseback and on foot, eight abreast. Gen. Washington was escorted to Francis' Tavern, in Queen-street, (now Pearl-street,) at the corner of Broad street, where a sumptuous entertainment had been provided by Governor Clinton, for the officers of the army. The building has survived the ravages of time, and of the two great fires with which that part of the city had been desolated, and remains a venerable relic of colonial times.

Great as was the joy, and lively as were the demonstrations of it, not the slightest outbreak or disturbance occurred. As in the case of the returning captives, in Judea in the days of Ezra, tears of sorrow were mingled with their songs. "It was, remarked," says an eye-witness at the time, "that all unusual proportion of those who in '76 had fled from New York, had been cut off by death, and denied the pleasure of partaking in the general joy, which flowed in on their fellow-citizens, on returning to their ancient habitations." And those habitations, such as had survived the fires, how marred and mutilated; in many cases mere shells and weeks: and none more so than the habitations of the Almighty. The sanctuaries where they and their fathers had worshipped, save St. Paul's, St. George's, the Methodist meeting-house in John street, and some three or four smaller and obscure places, had been converted into hospitals, barracks, riding schools, and filthy prisons. Years elapsed before, in their poverty, the people were enabled fully to restore some of them to their former sacred uses. The churches which suffered most from this desecration were "two of the Low-Dutch Reformed churches, the three Presbyterian churches, the French Protestant church, the Anabaptist church, and the Friends' new meeting-house."

At the time of the evacuation, great uncertainty prevailed in respect to the religious affairs of the citizens. The Presbyterian ministers had been driven into exile. The Rev. Charles Inglis, D. D., Rector of the Parish of Trinity Church, having rendered himself greatly obnoxious to the patriots, determined to follow the loyalists of his flock to Nova Scotia, and accordingly resigned his Rectorship November 1st, 1783. The Rev. John Rogers, D. D., senior pastor to the Collegiate Presbyterian Church, returned to the city on the day after the evacuation, and on the following Sabbath, December 1st, preached in St. George's Chapel, Beekman street, "to a thronged and deeply-affected assembly," a discourse adapted to the occasion from Psalms cxvi. 12:—"What shall I render unto the Lord," etc. The vestry of Trinity Church having kindly offered the use of their two Chapels, St. Paul's and St. George's, the Presbyterian Church occupied these buildings a part of every Sabbath until June, 1784, when the Brick Church in Beekman street having been repaired, they took possession of it on the 27th of June.

On the Monday following the Evacuation-day, December 25, another elegant entertainment was given by Governor Clinton. On Tuesday evening an "unparalleled exhibition of fireworks" was given at the Bowling Green. On Thursday, the 5th, General Washington again met his fellow officers at Francis' Tavern, where, after a most affecting interview, he gave them the parting hand and a farewell kiss. At noon of the same day, he left for Annapolis in Maryland, to resign into the hands of Congress, the commission which he had so nobly fulfilled. Thursday, of the following week, the 11th, was observed by appointment of Congress "as a day of Public Thanksgiving throughout the United States." On this occasion, Dr. Rogers preached in St. George's chapel, a sermon from Psalms cxxvi. 3:—"The Lord hath done great things for us, whereof we are glad." It was afterwards published with the title—"The Divine goodness displayed in the American Revolution."

From that day to the present, the progress of the city has been almost without a precedent. Very few of the inhabitants that survived the war remain. Splendid and spacious warehouses have in very many cases supplanted their humble structures. The bounds of the city have been extended on every hand, until it numbers at this day full half a million of people; and with Brooklyn, Williamsburgh and Green Point, on the other shore of the East River, not much if any less than 750,000 souls. As we look on the enterprise, trade, commerce, credit, extent, opulence and magnificence of the present city, with its hundreds of churches, and contrast it with the contracted, war-worn, desolate town, of which our grandsires took possession on the 25th of November, 1783, we may well exclaim—"What hath God wrought."

CHARACTER.—The question has often been raised whether character is the creature of circumstances, or whether circumstances owe their origin to character. To admit the former part of the question is to strike out of character that vital convolutive energy which is its chief quality; to admit the latter is to affirm that the mind can create a world out of nothing. Either would be caricature, not character. The truth is, circumstances are the nutriment of character. Goethe said: "Every one of my books has been furnished by a thousand persons. My work is the aggregate of a number of beings and taken from the whole of Nature; it bears the name of Goethe."

When young Billy Button lost one of his fingers a few evenings ago, "Old Saratoga" overheard a conversation between him and Shoesick in reference to the loss. "Billy, how did you lose your finger?" "Eat oysters, said Billy. "I assume you mean, you lost your finger in his last course of it had been what mine was." "That don't answer my question." "Well, Cousin, you must know," said Billy. "I had an end of it off or else steal the shell."

A curious assemblage, called the Hen Convention, is now sitting in Boston. It is not composed of hens, however, but of men, whose object is the improvement of domestic poultry.

AUCTION SALES.

BY J. A. BEARD.

Improved Property.....on Palmyra street.
BY J. A. BEARD, Auctioneer.

SATURDAY, December 14, at 12 o'clock—Will be sold at auction, at Banks Arcade, without reserve—

Three new one story DWELLINGS in the square bounded by Susan, Prytania, Jackson and Palmyra streets, third ward, containing rooms in block 46 feet 8 inches front on Palmyra street, by a depth of 109 feet 10 inches 2 lines, having an alley-way on the side in common of 10 feet, and well roofed for Dwellings.

There are Cisterns and Kitchens to each house. The whole property is insured for $2000.

Terms—One-half cash; balance at 6 and 12 months' credit for notes bearing mortgage on the property, with 6 per cent. interest. d10

Stables...and...Lot of Ground...on Julia street.
BY J. A. BEARD, Auctioneer.

SATURDAY, December 14, at 12 o'clock—Will be sold at auction, at Banks Arcade—

A certain LOT OF GROUND in the square bounded by Julia, Girod St. Charles and Camp streets, measuring 40 feet front on Julia street, by a depth of 180 feet; thence 6 inches 5 lines front on Julia street, by a depth of 180 feet. The improvements comprise a large Livery Stable and brick Kitchen in the rear, and adjoins the Livery Stable of Mr. S. Bagert, and fronts on the Orphans Girls' Asylum lot.

Terms—The purchaser to assume payment of a note, now due, for $1000. Said sum to be credited on the price. Balance of purchase money, $4000. Said sum to be secured by a first lien of ground rent, interest; balance at 6 and 12 months' credit for notes bearing mortgage on the property.

The property is now rented at $30 per month.

Act of sale before T. O. Shaw, Notary Public, at the expense of the purchaser. d10

Liberal Sale of Valuable Improved and Vacant Property and Negroes, to close an Estate.
BY J. A. BEARD, Auctioneer.

SATURDAY, December 21, 1850, at 12 o'clock—Will be sold at auction, at Banks Arcade, without reserve, the following described REAL ESTATE belonging to a NEGRO MAN, on account of the owners quitting the United States, and to close an Estate—

1. A certain Lot of Ground, with all the improvements thereon, in the square bounded by Philippa, Clouet, Perdido and Gravier streets. Said lot measures 30 feet front on Philippa street by a depth on the line towards Gravier street, of 99 feet 3 inches, and on the line towards Perdido street 100 feet 3 inches 6 lines. The improvements comprise a two story brick Dwelling, with brick Kitchen, etc. in rear.

2. A certain Lot of Ground in the square bounded by Circus, St. John, Delta and Girod streets. Said lot measures 32 feet 9 inches front on Circus street by a depth of 180 feet between parallel lines, having an alley of 10 feet in rear of the premises. The improvements comprise a two story brick Dwelling and two story Kitchen in the rear, containing five rooms, with Cistern, flagged Yard, etc.

3. A certain Lot of Ground in the square bounded by Hercules, Benton, Calliope streets and Florida Landing, with all the improvements thereon. Said lot measures 50 feet front on Hercules street by a depth of 125 feet. The improvements comprise a frame Dwelling, frame Kitchen, and extensive brick Stables in the rear, with lofts above. The property is now in the occupation of Covington Landing.

4. A certain Lot of Ground in the square bounded by Constance, Magazine, Robin and Bellecastle streets, with all the improvements thereon. Said lot measures 31 feet 11 inches 3 lines front on Constance street by a depth of 187 feet 10 inches 4 lines. The improvements comprise a one story frame Dwelling, wit two story Kitchen, etc. in the rear.

5. A certain Lot of Ground in the square bounded by Philippa, Baronne, Hevia and Perdido streets, together with all the improvements thereon, two good two story frame Dwellings, gallery in front, Kitchen, etc. in the rear. Said houses are numbered 20 and 22, and each lot measures 27 feet front on Philippa street by a depth of 100 feet 3 inches 3 lines.

7. Three Lots of Ground, well located for residences, in the square bounded by Escalle, Magnolia, Mellerette and Camp streets. Each lot measures 25 feet 11 inches 6 lines front on Magnolia street by irregular depths, all as per plan, on which said lots are designated as numbers 3, 4 and 5.

8. Two Lots in the square bounded by Dulard, North Market, New Levee and Tchoupitoulas streets, and well located for a Grocery, and numbered 1 and 2 on a plan shewn by C. A. Heslin, Surveyor, etc. Said lots measure each 22 feet 6 inches 9 lines front on New Levee street, No. 6 and 7 having a depth of 100 feet, and Lot No. 8 120 feet, between Parallel lines.

The unimproved property is all rented to good tenants. A list of the rentals will be furnished by the auctioneer.

The Negroes for sale are well known in the city, and consist of George, aged about 29 or 30 years, a superior Blacksmith.

Abraham, aged 26 years, do do.

Isaac, aged 16 years, Bricklayer and Laborer.

Dan, aged 23 years, Laborer and Driver.

Tom, aged 30 years, good Fireman and Wood-sawyer.

The Negroes will be sold previous to the sale of Real Estate, under a full guarantee against the vices and maladies prescribed by law.

Terms for the Negroes—Cash.

Terms for the Real Estate—One-fourth cash; balance at one and two years for notes secured by mortgage on the property, with 5 per cent. interest from date until maturity, if not then paid to bear interest at 8 per cent. per annum until final payment. The improvements to be kept insured for the amount of the credit payment, and the policy transferred to the agents of the vendors.

Act of sale before A. Bandusia and John H. Holland, Notaries Public, at the expense of the purchasers. d9

BY SYKES, HYDE & CO.

Boots, Brogans, Ladies' and Children's Shoes.
BY SYKES, HYDE & CO.

WEDNESDAY, December 11, at half-past 10 o'clock—Will be sold at our store, No. 51 Magazine street, second door from Gravier street, 350 cases BOOTS, BROGANS, and Ladies' and Children's SHOES, constituting a general assortment.

Terms at sale. d9

Coffee-house and Boarding-house Furniture.
BY SYKES, HYDE & CO.

FRIDAY, December 13, at half-past 10 o'clock—Will be sold the Furniture of Coffee-house situated at the corner of Common and New Levee streets, consisting of

LIQUORS, WINES of all kinds, Bar-room Furniture and Fixtures, Glassware, Lamps, Gas, etc., the Furniture in the rooms where the Gentlemen lodge, also, the LEASE of said building, which expires November 1, 1851. d12

SHIPPING.

FOR CALIFORNIA.

Pacific Mail Steamship Company.

FOR CALIFORNIA via CHAGRES.—Direct Line to Chagres.—The new and magnificent double-engine steamship **PHILADELPHIA**, Capt. F. Stanley, U. S. N., commanding, will leave on her second trip from this port for CHAGRES, DIRECT, on WEDNESDAY MORNING, at 8 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 city 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 Steamers of the 1st and 15th of each month from Panama to California and Oregon.

RATES OF PASSAGE:

From New Orleans to Chagres.

In Saloon	$80 00
In Second Cabin	65 00
In Steerage, with Berths and separate Mess	45 00

From Panama to San Francisco.

In Cabin	$300 00
In Steerage, with Berths 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,
d7 106 Magazine street, New Orleans.

U. S. Mail Steamship Company.

FOR CALIFORNIA, via CHAGRES, without detention at Panama.—The splendid double-engine steamship **OHIO**, Jas. F. Schenck, U. S. Navy, commanding, will leave for CHAGRES, with the Government Mails and passengers for SAN FRACISCO and intermediate ports, from her wharf, at St. Mary's street, Lafayette, at 8 o'clock A. M. punctually, on SATURDAY, December 14.

The U. S. Mail Steamship Company have now four new and magnificent Steamships, the REPUBLIC, COLUMBUS, LETHE'S and ANTELOPE, 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	65 00
In Steerage, with Berth and separate Mess	45 00

From Panama to San Francisco:

In Cabin	$300 00
In Steerage, with Berth and separate Mess	150 00

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

No berths are considered secured until paid for.

For freight or passage apply at the office of the U. S. Mail Steamship Company, 95 Magazine street.

JAMES R. JENNINGS, Agent.

For California.

FOR CALIFORNIA, via the ISTHMUS OF TEHUANTEPEC.—The pioneer of the route, the first class and favorite steamship **ALABAMA**, R. W. Foster, commander, will leave the Tchefuncte River for COATZACOALCOS, on the 20th, touching at Vera Cruz, on the 10th December for her first trip, on the 5th January for her second trip, on the 25th January, 1851, for her third trip, and thence monthly, leaving on the 25th twenty days. The Alabama will ascend the river about 40 miles. Her stoppage at Vera Cruz will be only a few hours. The travel to the Pacific will be accomplished in nearly 400 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 unexcelled. Emigrants, by this route, is open. Mules and horses can be obtained. There are towns and commodious stopping-places, and the whole distance can be easily traversed in ten hours. Information of this can be easily procured, previous to engagement, by parties desirous to adventure. No established arrangement of travel has yet been made by the Transitoriapec Company of New Orleans, who propose to give their immediate interest to the route, while they afford the opportunity, that the public should become practically acquainted with a route of communication which will ere long become the great highway.

RATES OF PASSAGE:

In Saloon	$30 00
In Lower Cabin	45 00
In Steerage	30 00

Freight 25 cents per cubic foot. 250 pounds baggage allowed, each passenger.

Passengers will have to provide themselves with passports from the Mexican Consul.

J. D. BREEKER & CO, 66 Poydras 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 despatch. This is the finest vessel of her tonnage ever coppered, well found and fitted in every respect, and has excellent accommodations for cabin and steerage passengers, who will be landed at San Francisco or Sacramento, as preferred. For freight or passage, apply to

DEVEAU & SCHMIDT, 88 Gravier st.
or to J. P. WHITNEY & CO., 84 Camp st.

Capt. James A. Grant, of Sacramento City, the shipper of a great portion of the cargo of this vessel, will take charge of any consignments which he may receive, and give any information in reference to the market. He may be seen at the office of the Agent, and refers to Messrs. Church & Carothers, Pittsburg; James P. Park & Co., Cincinnati; Hutchings & Carroll & Co., New Orleans; or O. Kemm, Cashier of the Commercial and Agricultural Bank, Texas. n18

DOMESTIC PORTS.

U. S. Mail Steamship Company.

NEW YORK AND HAVANA.—The splendid double-engine steamship **OHIO**, James F. Schenck, U. S. Navy, commanding, will leave on SATURDAY, December 14, at 8 o'clock A. M. punctually, from her wharf at St. Mary's street, Lafayette, for HAVANA and NEW YORK.

PASSAGE MONEY.

To New York—State Room Berth, Saloon.....$75 00
Steerage Berth, Forward Saloon.....50 00
Steerage Berth, Forward and separate mess.....25 00
To Havana—State-room Berth, Saloon.....35 00
Steerage Berth, Forward Saloon.....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.

For freight or passage apply at the office of the U. S. Mail Steamship Company, 95 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 company's office, and with which they are requested to provide themselves, as no other form will be signed by the agents of the company. All bill of lading must be signed before the sailing of the vessel. d10

CHARLESTON AND HAVANA—Packet—*Regular State Mail Line between Charleston and Havana, via Savannah and Key West*—The splendid steamship **ISABEL**, Capt. Rollins, U. S. Navy, commanding, will leave for Havana from CHARLESTON (S. C.) to HAVANA, leaving Havana for Charleston—8th and 23d of each month; leaving Charleston for Havana on the 1st and 16th.

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. DE LA ROSA & CO. 79 Exchange st., N. Orleans.
Agents at Havana. DRAKE BRO'S & CO.

Passengers leaving Havana by this ship can reach Baltimore on the *Fifth Day* by taking the Land Route, and New York and Philadelphia in the same time by taking the Steamship to those ports. d6 1w

FOR BOSTON—The A1 fast sailing bark **GIPSY**, Capt. Larson, will have immediate dispatch. For freight or passage, apply to

G. GREEN & BRO. corner Camp and Gravier sts.,
or WM. J. DEWEY, 88 Gravier st. d10

FOREIGN PORTS.

The Mexican Mail Line of Steamships bet. New Orleans and Vera Cruz.

In pursuance of the contract made with the Mexican Government, the undersigned, A. A. Hiern, agent for the transportation of the Mexican Ocean Mails, the steamship **ALABAMA**, R. W. Foster, commander, will run between the cities of NEW ORLEANS and VERA CRUZ, as follows:

The Alabama will leave N. Orleans Dec. 10, arrive at Vera Cruz Dec. 18
" " Vera Cruz Dec. 27, " " N. Orleans Jan. 4
" " N. Orleans Jan. 24, " " Vera Cruz Jan. 3
" " Vera Cruz Jan. 16, " " N. Orleans Jan. 26
" " N. Orleans Feb. 14, " " Vera Cruz Feb. 23
" " Vera Cruz Feb. 5, " " N. Orleans Feb. 9

After which date a new arrangement will be made, of which due notice will be given.

NOTE.—California passengers are informed that by taking the Daily Mail Stages from Vera Cruz to the City of Mexico, and from thence on horseback, they can reach Acapulco on the Pacific in ten days travel, and from thence by sea to San Francisco. The price of passage in the Mail Stages to Mexico is $30, and from thence $25 to the Pacific. By taking passage in the line of Wagons from Vera Cruz to Mexico, the price of passage through to Acapulco does not exceed $50, and the time fifteen days. By this route Californian travellers are spared one half the distance of the usual sea voyage on the Atlantic and Pacific Oceans, and the whole cost of passage from New Orleans to San Francisco will not exceed $175.

For passage, apply to C. J. MEDINA, Agent,
d10 1m 66 Poydras street.

FOR LIVERPOOL.—The ship **ALEX. GRANT**, Capt. Alexander, will have immediate dispatch for the above port. For freight or passage, apply to THOS. ROBERTS, JR., & CO.
n29 or G. W. OLIVER, 23 St. Charles st.

NEW ORLEANS EMIGRANT & REMITTANCE OFFICE.

THE undersigned, at his old established office, continues to accommodate persons desirous of remitting money to their friends in England, Ireland, or Scotland, with Sterling Bill Drafts, payable in any post-town in the above named kingdoms, and in sums to suit. He also, as usual, continues bearer of passengers brought from Liverpool to this city, on good ships and reasonable terms. Parties living at a distance, by addressing a letter (post-paid) to the undersigned, will be promptly attended to. JOHN TOOLE,
n10 9m 28 Bank Place.

GEORGE SHERLOCK'S ESTABLISHED EMIGRATION, REMITTANCE, AND INTELLIGENCE OFFICE, 110 Poydras street, New Orleans.—*Passage to and from Great Britain and Ireland.*

Via Liverpool.....The subscriber begs leave to inform his friends and the public that he continues his business of passage Drafts, and bringing out passengers, from Liverpool to this city, in good ships and on reasonable terms. Apply to

GEORGE SHERLOCK, 110 Poydras street,
between Camp and St. Charles sts.

INTELLIGENCE DEPARTMENT:

Gardeners and Laborers are supplied to those requiring them, and families also furnished with good thorough Servants, Cooks, etc. etc. Apply to

GEORGE SHERLOCK, 110 Poydras street,
n7 6mos between Camp and St. Charles sts.

STOVES! STOVES!—In store and for sale, a complete assortment of Cooking, Office, Parlor and Bar-room STOVES.

McGrain's celebrated Air-tight COOK STOVES, and "The Stove" will be found to surpass all others as regards economy, excellency and simplicity. And as a large business can only be done by selling cheap, I will sell at a very small advance on cost. G. W. W. GOODWYN,
Wholesale and Retail Tinware Manufactory,
12 Front Levee, N. O.

CROCKERY, CHINA AND GLASSWARE.

P. R. FELL & CO., 84 Common street, New Orleans, *Importers and Dealers, wholesale and retail*.....Lamps, Plated and Britannia Castors, Candlesticks, Table Cutlery, Japanned Waiters, etc.....Goods will be offered at low prices, and when for the country, packed in the safest manner. je15 1y

STEAMBOATS.

For Mobile—*DAILY U. S. MAIL LINE*—The splendid low pressure packet steamer **ORLEGON**, Captain R. A. Hiern, and **FLORIDA**, Captain W. T. Gibenson, having been built expressly for the Lake Trade, with superior accommodations, (Ladies' Cabins all in State-rooms)—one of the above steamers will leave the Pontchartrain Railroad DAILY, on the arrival at the Lake of the 4 o'clock P. M. train—and the way letter bags leaves the office of the Agents at 3 o'clock P. M. For freight or passage, apply on board, or to
jm24 1y J. & R. GEDDES, Agents, 19 Bank Place.

Regular Yazoo River Packet CLEONA—For Leflore Greenwood, Marion, Yazoo City, Palatia and Vicksburg—The new, elegant and swift-running passenger steamer CLEONA, Capt. C. V. Wells, will leave for the above and all intermediate landings on WEDNESDAY, 11th inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Customhouse street, or to [d10] T. B. SMITH, 17 Poydras st.

Regular Red River Packet Steamer BELVIDERE—For Shreveport, Natchitoches and Alexandria—The superior and swift running passenger packet steamer BELVIDERE, Capt. J. F. Ledwick, will leave for the above and all intermediate landings, on WEDNESDAY, 11th inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Canal street, or to [d10] T. B. SMITH, 17 Poydras st.

Red River Packet DUCK RIVER—For Alexandria, Grand Ecore and Shreveport—The well-known and fast-running steamer DUCK RIVER, J. D. Clark, master, is now receiving freight, and will leave as above on WEDNESDAY, 11th instant, at 5 o'clock P. M. For freight or passage, apply on board, foot of Customhouse street, or to

T. B. SMITH, 17 Poydras street.

P. S.—The steamer Duck River will run in connection with the light draught steamer Jim Gilmer, and will meet her at the Falls, at Alexandria. d10

For Red River, Alexandria, Natchitoches and Grand Ecore—The new and substantial steamer **BRIDE**, John Amsden, master, will leave for the above and all intermediate landings on WEDNESDAY, 11th inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Canal street, or to

d9 O. ROBIEU, Agent, 44 Old Levee.

For Memphis—Regular Wednesday Packet—The new and splendid passenger steamer **AMERICA**, Jesse Johnson, master, will leave for Memphis, Helena, Napoleon, Mouth of White River, Princeton, Lake Providence, Vicksburg, and Red Bends, on WEDNESDAY, the 11th inst. at 5 o'clock P. M. For freight or passage, having superior accommodations, apply to PICKETT, PERKINS & CO. Agents,
57 Magazine street.

N. B.—A clerk is now on the Levee, foot of Canal street, receiving freight for the America. d9

Regular Ouachita Packet Steamer STORM—For Camden, Chamingnans, Wilmington, Monroe, Columbia, and all landings on Ouachita River—The elegant and swift-running passenger steamer STORM, Capt. ——, will leave for the above and all intermediate landings on WEDNESDAY, the 11th inst. at 5 o'clock P. M. For freight or passage, having fine accommodations, apply on board, or to

d11 T. B. SMITH, 17 Poydras street.

Regular Wednesday Red River packet steamer CADDO—For Shreveport, Natchitoches and Alexandria—The superior and swift running passenger steamer CADDO, Capt. Rob't Graham, will leave for the above and all intermediate landings on WEDNESDAY, the 11th inst. at 5 o'clock P. M. For freight or passage, having fine accommodations, apply on board, foot of Customhouse street, or to

d11 T. B. SMITH, 17 Poydras street.

Regular Yazoo River Packet W. A. VIOLET—For Leflore, Greenwood, Marion, Tchula, Yazoo City, Palatia, Vicksburg and all intermediate landings—The new, light draught and swift running steamer W. A. VIOLET, Captain Wm. Newton, will leave for the above and all intermediate landings on THURSDAY, the 12th inst., at 5 o'clock P. M. For freight or passage, apply to

d11 T. B. SMITH, 86 Magazine street.

ARTS, ENGRAVING, ETC.

DAGUERREOTYPE, TALBOTYPE HYALOTYPE GALLERY.

MAGUIRE & HARRINGTON, having purchased from the assignees of W. F. Talbot, the patent right for the use of his Talbotype process, in the States of Louisiana, Alabama, Florida, Georgia and Texas, beg leave to call the attention of the public to their gallery of specimens in the new department of Photography.

The Talbotype is taken upon paper, ivory, glass, metal, and a variety of other substances, the first possessing the decided advantage of easy transmissibility by mail, can be enclosed in a letter, made to adorn the mantle of a friend, or preserved in a portfolio.

The Talbotype is eminently susceptible of colouring, so that the picture can be finished to any degree desired by the artist, every variety of texture and color of the drapery and complexion, color of the eyes and hair, can be faithfully delineated.

The Talbotype represents the sitter without any reverse effect; a mole or a scar upon the right cheek, appears upon the right cheek.

The Talbotype can be duplicated to any extent without the additional trouble of another sitting. After the first impression has been taken, copies can be furnished at any distance upon simple application by letter or otherwise.

N. B.—M & H. being furnished with every facility for the prosecution of this superior art, are ready to dispose of rights for the States specified, with thorough instructions.

DAGUERREOTYPES they assume to take quicker and better than any other establishment, and they guarantee a perfect likeness of a child of six months in one second, free of charge. [jm24 6t] No. 6 CAMP street.

G. Antz
ENGRAVER & DIESINKER

FORMERLY at the corner of Camp and Poydras street, respectfully to inform the public that he has established himself at the *Corner of Canal street and Exchange Place*, where all orders in his line will be executed.

N. B. Brands, Stamps and Stencil Plates Cut; Gem Mounting; and Jewelry neatly Engraved on the shortest notice. od 9m*

GROCERIES, ETC.

TEAS—350 packages Imperial, Gunpowder, Pouchong and Young Hyson, some very superior, landing from ship Avalanche, for sale by

WALTON, SANFORD & CO.
d7 1t&p2t&p4t&p6t 25 New Levee.

JAVA COFFEE—Of superior quality, landing from ship Avalanche, for sale by

WALTON, SANFORD & CO.
d7 1t&p2t&p4t&p6t 25 New Levee.

RACE GINGER, Etc.—50 bags, just received. Also—50 bags Pimento and Pepper.

WALTON, SANFORD & CO.
d7 1t&p2t&p4t&p6t 25 New Levee.

FRUITS—500 whole, half and quarter boxes Raisins, in prime order; Currants in bbls and half bbls; Almonds, Citron, Lemons, Filberts, Walnuts, just received.

WALTON, SANFORD & CO.
d7 1t&p2t&p4t&p6t 25 New Levee.

A. F. COCHRAN & CO.,

GENERAL COMMISSION MERCHANTS, 27 *Tchoupitoulas Street*, and Dealers in FRUITS, NUTS, WINES, etc., are now receiving and offering for sale, viz:

CAROLINA RICE, SHELLED COW PEAS—500 bushels genuine, imported direct from Charleston;

FIGS—1000 drums new Smyrna, superior Elemé;

RAISINS—In quantities to suit purchasers;

ALMONDS—Soft Shelled and Imp. Soft Shelled Almonds;

SHELLED ALMONDS—200 boxes, in fine order;

PECANS, BRAZIL NUTS and PEA NUTS—350 bags, in prime order;

PEPPER, RACE GINGER, etc.—400 bags;

STARCH—Agency of Hoth, Floyd & Co.;

OLIVE OIL—Superior, in half and quarter "Pingnoli;"

SARDINES—Whole, halves, thirds and quarter boxes;

WINES—Muscat, Claret, etc., in boxes; Malaga, Sherry, Port Wine, various qualities, etc.;

BRANDIES—Various qualities;

BUTTER—Always on hand, a supply fast St. Louis;