The Daily Crescent.

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The Daily Crescent.

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

The Bridge of Lodi.

The victory of Napoleon upon the bridge of Lodi may be considered among the most remarkable achievements that distinguished his military career. He was at that period in his 27th year, and had but recently received his commission as commander-in-chief of the army of Italy. Within the brief space of thirty days from the opening of this, his first campaign, he had defeated the Austrians at Montenotte, Millesimo and Mondovi, and compelled them to evacuate Piedmont, and retire to the opposite bank of the Adda. The Adda is a rapid and deep river, and is crossed at the town of Lodi by a wooden bridge called the "Bridge of Lodi." On the left bank of this river the Austrians, under the command of Beaulieu, a veteran of 76, halted and posted themselves in all their strength to arrest the progress of the victorious Napoleon. They planted thirty pieces of artillery upon the bridge, and stationed 12,000 infantry and 4000 cavalry upon the ground to act in effective co-operation. With such formidable means of defence, nothing but instant death appeared to await any demonstration on the part of the French to force the passage of the bridge. Napoleon reached Lodi in the afternoon of the 10th of May, 1796, attended by his best generals and choicest troops, and without hesitation immediately resolved to assail the Austrian position. A few moments antecedent he delivered the following laconic address to his soldiers: "Frenchmen! here is starvation, there is the enemy—beyond him plenty. March!" His cavalry were ordered to cross at a place where the Adda was said to be fordable, and fall upon the Austrian flank; meanwhile Bonaparte, at the head of 3000 chosen grenadiers under the shelter of the walls of the town, waited, until the appearance of the cavalry, who had crossed the ford, had disquieted the Austrian flank; at this critical moment a word of command from Bonaparte brought the grenadiers upon the bridge; they rushed forward with loud shouts of *Vive la Republique*, but their appearance was the signal for the opening of the Austrian artillery upon their ranks. The vollies which issued from these field pieces were most terrific. At one time, the French grenadiers, unable to resist the dreadful storm, appeared for an instant to hesitate, but Lannes, Bonaparte and Berthier hurried to the head of the column, and by their presence gallantly renewed the resolution of the soldiers, and carried the bridge. The artillerymen were quickly bayonetted and the Austrian army put to flight, losing in their retreat upward of twenty guns, and a thousand prisoners, and perhaps two thousand more in wounded and slain. It has been said that no praise was more grateful to the ear of Napoleon than that which characterized him as "he of Lodi's Bridge."

This celebrated bridge crosses the Adda at the town of Lodi; it is five hundred feet in length, and built entirely of oak, and is supported by forty-two sets of tressels. The railing which flanks its sides is rather low, being only two rails high. The bridge has no curve or arch, and is level enough for the passage of a railroad. With the exception of the middle portion of it, which was destroyed in the Italian revolution of 1848, the bridge remains in its original condition, entire. It is let by contract to Signor Giuseppe Pogliana, who pays sixteen hundred dollars per annum for it, and he collects from every pedestrian one cent, and from every carriage or other vehicle sixteen cents, toll. The bridge of Lodi is well regulated and gravelled, and forms a very pleasant promenade. On holydays it constitutes the favorite resort of the people. The country along the banks of the river is very beautiful, and the air is always moved by fresh winds. The Adda is a very swift river, and runs with a strong current; after a rain storm it swells and becomes quite deep; towards sunshine its depth would average twenty feet. A large stone statue of "Saint Giovanni Nepomiceno" stands upon the Lodi side of the bride. This saint was, and is still, the protector of the river Adda. On the day of the battle the cannonade was so furious that the saint could not protect even his own statue from destruction. It was knocked down, had its head knocked off, one arm badly fractured, both legs broken, besides sustaining several severe contusions on the face. When the conflict was over some pious persons collected the limbs, united them to the body, and restored the statue to its old place.

Upon the opposite bank of the bridge, where the Austrians were engaged, resides the toll-gatherer, Sig. Pogliani. Here stand five or six small low stone houses and an old stone tower in the middle, with a tall lightning rod rising above its top. These old buildings still bear the marks of the terrible scenes through which they passed. Even the sacred effigy of the Virgin Mary did not escape the fire; it was pierced in two places by musket balls.

In passing over the bridge I counted the number of steps, and found them to be (from embankment to embankment) two hundred and sixty; as I did so, I pictured to myself, how fearful these steps must have been, when taken in the very face of the thundering discharges of the Austrian artillery. But the genius of Bonaparte triumphed over every opposition, and bore his advancing legions in triumph through the storm.

It appears to have been the settled conviction of this great commander, that bold and decisive movements in military operations were conducive, in the end, to the economy of life in an army. We have a practical exemplification of this theory, not only at Lodi, but likewise in every important engagement that distinguished his extraordinary career. The remarkable words uttered by him in riding along the ranks of his army on the eve of the battle of Jenna, can never be forgotten: "*My children,*" said he, "*you must not fear death; when soldiers brave death, they drive him into the ranks of the enemy.*"

The Bible.

In an article on the subject of the "Movement of the Bible in the last half century," the Cincinnati Gazette takes occasion to remark:

The modern movement of the Bible dates back but comparatively a little while. The translation of the Bible from Latin, Greek, and Hebrew, began to multiply soon after the art of printing began. The one necessarily caused the other. But the number of copies in the vulgar tongues were few, till the Bible Societies began their career.

The translation of the Bible by King James, hastened its introduction among the people; but in the year 1777, when the subject of printing the Bible was before Congress—it was estimated that there was only four millions of printed Bibles in the world! At that time, there was not less than four hundred millions of adult persons in the world, and of these one hundred millions were professing Christians! There was therefore, in existence, one Bible to each hundred adult persons! Now let us take a look at the Bible movement since.

The old Continental Congress ordered 20,000 Bibles to be imported from Holland, Scotland, and elsewhere. In 1781, Congress approved the edition of the Bible published by Mr. Aitken, of Philadelphia. It is since the Declaration of Independence, therefore, that the great progress in the diffusion of the Bible has been made, and most of it since the year 1800. Let us now look at the statistics of that diffusion:

British and Foreign Bible Society, instituted in 1804,	20,000,000	copies.
American Bible Society, instituted in 1816...	6,000,000	"
Bible Depot in Paris, instituted in 1820....	2,000,211	"
Welsh Society, instituted in 1806.....	564,378	"
Netherland Society.....	274,752	"
Frankfort Agency, instituted in 1816	204,027	"
Wertemberg Society, instituted in 1812.....	464,967	"
Prussian Society at Berlin.....	1,271,194	"
Russian Bible Society, instituted in 1826...	993,509	"
Canada Society, instituted in 1816.....	494,967	"
Madras Society, instituted in 1820.....	462,505	"

It is supposed that other societies not enumerated will make the whole number of Bibles issued by the Bible Societies at least forty millions of copies!

This has all taken place since 1815; but it must also be taken into view, that in the same time vast numbers of copies have been issued by bookselling establishments. There must, therefore, be at least twenty times as many copies of the Scriptures in the world, in proportion to the reading population, as there were in 1800. But this is not all; the Bible has been translated into nearly one hundred and fifty languages and dialects, of which ten are languages of Africa, and three of these on the western coast. The remarkable feature of this transaction is, that to all the barbarous nations of the world, the Bible is now the messenger, the only messenger, of literature and knowledge.

It is the book of civilization where not one ray of light had previously penetrated the obscurity of barbarism. This is a feature the world has never before presented in its progress. What effect will it have on the future of nations? Who can know? We pretend not to say; but we do recognize it as one of the most remarkable features of the last half century. We make no estimate of the moral and spiritual results of this diffusion of sacred light. But we think that its influence is felt where it is never suspected. Its principles are working out by men who do not acknowledge its authority. Such is one of the singular anomalies of the human mind; but perhaps not unlike some of the operations we see in the natural would around us. The grass sees not the gentle dews that fall upon it; nor do the fruits acknowledge the ripening energies of the descending sunbeam. Yet the grass grows and the fruits ripen; and we may hope that thus too the human mind will grow and ripen, under the influences of the sacred volume.

The Atlantic.

We give below some interesting particulars in regard to the accident to the steamer Atlantic. She has certainly proved herself a splendid sea boat, and Capt. West has also shown himself equal to any emergency:

"It will be recollected that the steamer Atlantic left Liverpool on the 28th December. She was then in fine steaming condition and without any apprehension on the part of her officers in regard to the voyage. It was blowing a strong gale from the W. S. W. at the time of her departure, so much so as to render it impossible to land the pilot. On the 29th December, at half-past nine o'clock, P. M., she passed Cape Clear and fairly commenced the voyage for America by plunging at once into a heavy head sea and encountering stormy, strong western gales, which continued without intermission from that time up to the day of the accident, which occurred on the 6th January, at noon, when in latitude 46 12 and longitude 41 West. It blowed a strong gale from N. N. W.

"At half-past six P. M., the engine was stopped, as it was first supposed, by the engineer, on account of the breaking of an eccentric rod to the starboard engine. On examination it was determined to go ahead again, working that engine by hand, but another turn of the wheels proved that the accident was of a serious nature. The main shaft was found to be broken completely, though in a diagonal direction, tearing the starboard tiller block. An additional revolution after the first stoppage caused one part of the shaft to lap over the other, thus fracturing both tiller blocks, and rendering the engine perfectly useless. The steamer was at once hove to under strong canvas, the wheels lashed, and all hands employed during the night and the following day in sending up her square yards and stripping her wheels of the floats, a task at once difficult and dangerous in a gale of wind. The decks at the time were covered with ice. Fortunately this was accomplished without accident. On the 7th and 8th she lay to with hope of an abatement of the storm and a change of wind.

"The Captain and all hands were exceedingly anxious to reach some port on the American coast. On the 9th the wind hauled to the northwest and became quite moderate; sail was immediately made and her course shaped for Halifax, 890 miles distant, and New York 1400 miles. This weather continued until meridian of the 10th, when an observation placed the ship 189 miles south and 70 miles west of her position at the time of the accident. A gale now sprung up again from the southwest, and it became necessary to heave the ship to; for even with moderate weather, it was evident to all that she could do nothing by the wind adverse under canvas. At 8 o'clock, A. M., of the 11th, a large ship passed bound to the eastward, but she either did not see the Atlantic, or, if so, took no notice of the signal of distress.

"At 10 P. M., after taking an account of the stores on board, and considering the apparent impossibility of reaching America with the ship in her disabled condition, the captain determined, with the assent of his officers and passengers, to bear up for the coast of Europe, and until the 22d day nothing occurred of importance. She had strong gales and high seas, and the ship made an average distance of 150 miles per day, and in that interval ran 1400 miles. At 3 o'clock, P. M., on the 22d January, to the great delight of all, she anchored safely in the harbor of Cork, Ireland, which port alone, when considering the immense size of the ship, her small spars, light canvas and heavy machinery, is sufficient to prove her a splendid sea boat, and must add in no small degree to the reputation of her commander for prudent and superior seamanship.

"In regard to the conduct of the passengers, under such trying circumstances, too much cannot be said. They bore the misfortune with becoming and commendable fortitude and cheerfulness, and testified on leaving her at Cork their highest regards for the noble captain, and expressed a full conviction that no better steamer could be placed upon the seas. They all declared a deep interest in the vessel, and expressed a degree of deep gratitude for their safe return, to which, in a great degree, they were indebted to the superior management of Capt. West, and the surpassing strength of the noble steamer.

The Atlantic had on board 550 tons of freight, and a considerable quantity of specie, which the steamer Cambria was chartered to bring over, and probably sailed from Cork direct for New York on the 4th instant.

"Before the Africa left, arrangements were making to tow the Atlantic to Liverpool, for the purpose of having her repaired."

ARKANSAS COAL.—The Fort Smith Herald has an account of this valuable discovery: "The coal, found on James' Fork of Poteau, and brought to this place, by Mr. Wm. McMurtrey, is pronounced by persons who are competent judges, to be superior to any bituminous coal in the United States, and is equal in every respect to the anthracite for fires, having, however, the advantage over that coal, in that it is easier ignited, and burns entirely to ashes. It is used at Capt. Rogers' hotel, where it is seen by travellers from all parts of the world, and it never fails to excite the wonder of all who feel its heat and witness the beautiful fire it makes. It is also used in many of the shops and stores of the town, and although it is sold at twenty cents per bushel, it is considered cheaper than wood, and far superior for fires. It is unequalled for furnaces, and when fully ignited looks more like a bed of charcoal, than that of stone coal."

FROM BILLY BOWLEGS.—A letter from South Florida, (says the Tallahassee Sentinel,) speaks of a late interview between Captain Casey, the U. S. Indian Agent, and Mr. "Wilum Bolags," as he signs himself. Capt. Casey set forth to Bowlegs the recent action of the Florida Legislature for the removal of the Indians, and told him that now was his last chance for a peaceable arrangement. That the United States authorities were his friends, and would not only see him comfortably removed and provided for afterwards, but would pay him well for going. But if he delayed, the Governor of Florida and his riflemen and long knives would be down upon him and drive the whole tribe into the ocean. Upon this, Billy scratched his head, and thoughtfully inquired if the United States Government was really his friend and wished him well? Capt. Casey replied that there could be no manner of doubt about it.

Well, then, says Billy, if you are my friends, just you stand still, and "me whip the Governor of Florida and his long knives, d—n quick;" and in short, give Casey to understand that he did not value the sovereignty of Florida so much as "the shaking of a squirrel's tail." This is truly mortifying. Billy evidently had not read the report of the majority of the committee on Federal Relations.

FALLING OF A RAILROAD BRIDGE.—The Vicksburg Sentinel of the 22d says: "On Thursday afternoon, about 4 o'clock, the stone pier in Big Black, forming the central support of the bridge over that stream, yielded to the pressure of the flood and fell. The watchman, who is always on duty at the bridge, reported a change in the position of the pier, and Mr. Crump, the Superintendent of the Road, who accompanied the evening train out, directed the train to be stopped before reaching the bridge, while he went forward to examine it. Finding the pier unsafe he ordered the train back to Vicksburg, and soon after the pier fell. All the passengers returned safely to Vicksburg about six o'clock. We have not learned the extent of the damage, but presume it will inflict a heavy less on the company, while our merchants here suffer from the interruption of the transportation at this busy season.

We were a passenger on the train, and on inquiring learned that the pier was built in 1836, on cofferdams sunk on piles over twenty feet into the bed of the stream. It was built of cut lime-stone as high as the highest water mark, and above that with hard burnt brick, and never exhibited the least sign of wear till the morning of the day it fell. The frame-work of the bridge has not fallen, but is without support for over 200 feet, having swayed some sixteen inches.

The steamer Crescent City arrived at New York on the 18th from Chagres, with 218 passengers.

Congress.

WASHINGTON, Feb. 15, 1851.

SENATE.—The chair laid before the Senate several executive communications in response to resolutions of the Senate; in regard to the Mexican instalment under the treaty of Guadalupe Hidalgo; the correspondence concerning the seizure of a British vessel in Oregon for a violation of the revenue laws; and in relation to the proposed transfer of the Coast Survey office from the Treasury to the Navy Department.

The bills from the House authorizing the Legislatures of Minnesota and Oregon to take charge of the School laws in those Territories, and to appoint additional Clerks while in session, were taken up, and passed.

A bill granting a pension to P. B. Walsh was also passed.

Several resolutions of inquiry were agreed to.

The Senate then took up the bill to regulate the fees of Marshals, Clerks, and Attorneys, in the U. S. Circuit and District Court.

And after debating various amendments, the Senate, at 4 o'clock, found itself without a quorum, and then adjourned.

HOUSE.—The House met at eleven o'clock this morning, and resumed the consideration of the River and Harbor Bill.

Messrs. Featherston, Toombs, Clingman and Gorman opposed the bill, and Mr. Taylor spoke in its favor.

The last named gentleman, in the course of his remarks, alluded with approbation to the settlement of the questions which agitated the country last year, and eulogized the President for his recommendations in relation to the subject, and said that they were characterized by moderation and patriotism, and, above all, by wisdom, and that he should be sustained by the country. In fact, it was his belief that nine-tenths of the people would stand by the Compromise. All the members of the Cabinet acquiesced in the recommendation.

Mr. Giddings asked whether his colleague had any authority for making the assertion that Mr. Corwin was in favor of the Fugitive Slave Law.

Mr. Taylor replied, no other than the authority of Mr. Webster's letter to citizens of West Chester county, New York, in which it is said that the members of the Cabinet unanimously sustained the Compromise.

Mr. Giddings was informed by a colleague on his right that Mr. Corwin stated distinctly that Mr. Ewing voted as he (Mr. Corwin) would have voted, had he been in the Senate.

Mr. Schenck undertook to say, so far as the member in the Cabinet from Ohio was concerned, that the whisper night have been his vote on the Fugitive Slave Law, he is entirely satisfied with the recommendation of the President, and under all the circumstances, proper to be made to the country.

Mr. Taylor said that he was glad that his colleague had made the statement, as it might be relied on from a personal interview.

After further proceedings, without taking the vote, the committee rose, and the House adjourned.

WASHINGTON, Feb. 17, 1851.

SENATE.—In the Senate, on the 17th inst., Mr. Hamlin presented a petition from Maine, asking a suspension of the Fugitive Slave Law. Referred to the Committee on the Judiciary.

Mr. Atchison moved to reconsider the vote by which the petition was referred; and after a long debate, the motion was agreed to. The petition was then laid on the table.

The bill from the House to reduce postage was taken up.

Mr. Seward moved to amend, by fixing the rate on all letters pre-paid at two cents; without taking a vote, the Senate adjourned.

HOUSE.—In the House, a motion was made that the general appropriation bills be made the special order of business for the next day, and from day to day until disposed of, which was rejected.

The House went into Committee of the Whole, and took up the bill making appropriations for rivers and harbors.

Mr. McLane, of Maryland, defended the bill.

Mr. Morse replied, and accused Mr. McLane of inconsistency as a democrat.

Mr. McLane defended himself, and retorted to the charge of inconsistency on Mr. Morse.

After answering the objections which had been made to the bill, Mr. Morse replied, reiterating that Mr. McLane's support of the river and harbor bills was not democratic, and that the gentleman acted inconsistently with his former course.

Several amendments were offered, debated, and voted down: one only was adopted, appropriating $10,000 for the improvement of Sackett's Harbor, and removing a United States ship sunk there.

Further Particulars of the Boston Riot.

BOSTON, Feb. 15, 1851.

Deputy Marshal Riley and assistants, arrested at Corn Hill Coffee House, to-day, one Frederick Wilkins, a negro waiter, on a warrant issued by the U. S. Commissioner, G. T. Curtis, on a complaint that said Wilkins is a fugitive slave. He was taken with no opposition, and carried immediately to the U. S. Court-room.

The news of the arrest spread rapidly, and the Court-room was speedily filled by a large crowd of rather excited spectators. The examination, however, went off quietly. Seth J. Thomas appeared for the claimant, and Messrs. Small, Elias Grey, Coring, and others, for the defence.

From the documents offered by the claimant, it appeared that the accused was the property of John Debree, Purser in the U. S. Navy, of Virginia, and that he escaped in May, 1850. The deposition was to the effect that the claimant had seen the prisoner in Boston and conversed with him, when the prisoner acknowledged that he had escaped from Norfolk. The counsel for the defence asked for a postponement in order to prepare testimony. This was granted, and Tuesday next, at ten A.M., was assigned for the examination.

The Deputy Marshal then ordered the room to be cleared of spectators, which was gradually done. The prisoner remained in the custody of a dozen men, as, by a law of the State, the jail cannot be used to imprison fugitive slaves.

His counsel wishing to consult with him, they were readily admitted to the room to the number of half a dozen. They remained about an hour, and in the meantime a large crowd of negroes gathered upon the outside, blocking up the entrance to the court-room; and as the door was opened to let the last lawyer leave the room, the mob from without suddenly rushed in, seized, and knocked down the officers in keeping, and filled the court-room. The prisoner himself was frightened at their demoniac appearance, and fled, with a cry of murder, to the farther end of the room.

He was, however, secured by the mob, who had speedily silenced the opposition of the few officers in the room, and taken in triumph down the stairs, and into the street. The officers did not attempt to follow, and with shouts of triumph the mob hurried off with the fugitive, and were last seen in the vicinity of Belknap street, where negroes chiefly congregate.

While the mob was in the court-room, the sword of the Marshal, hanging in the sheath over his desk, was drawn by one of them and flourished over the heads of the officers. It was afterwards found in the street. The mob showed no weapons, though a number of the negroes boasted of having revolvers in their possession. One negro, in his flight, dropped his knife.

There were several white persons in the mob, but they did not appear to act in the rescue. The rescue, of course, caused great excitement throughout the city, as one of the most daring outrages upon law and order ever enacted. It is thought impossible to re-arrest the fugitive, as his friends have no doubt hurried him off ere this, to the Canadian frontier. U. S. Marshal Devent is absent at Washington.

ANIMAL MAGNETISM.—Sir David Brewster, of Edinburgh, has expressed his conviction of the truth of Electro-Biology, or that part of Animal Magnetism which subjects the imagination of the patient to the will of the operator. He describes some remarkable experiments made before several scientific gentlemen, and concludes with the following statement:

They were all as well convinced as I was, that the phenomena we witnessed were real phenomena, and as well established as any other facts in physical science. The process by which the operator produces them—the mode by which that process acts upon the minds of the patient—and the reference of the phenomena to some general law in the constitution of man—may long remain unknown; but it is not difficult to see in the recent discoveries of M. Dubois, Reymond and Matteucia, and in the laws which regulate the relative etensity of the external and internal impressions on the nerves of sensation, some not very indistinct indications of that remarkable process by which minds of peculiar sensibility are temporarily placid under the dominion of physical influences, developed and directed by some living agent.

With this testimony of so distinguished a philosopher as Sir David Brewster, to an order of facts peculiarly liable to abuse, we may see the impropriety of their being tampered with by quacks and charlatans for the purposes of gain, or the gratification of an idle curiosity.

FROM THE WESTERN ISLANDS—*Marine Disasters—Loss of Life!*—The ship Columbus, Capt. McCerren, has arrived at New York from Liverpool, via Fayal, having, when thirty days out from Liverpool, suffered such damage from a gale that she was obliged to put into Fayal to refit and replenish her stores.

Capt. McCerren reports several disasters. The ship Antarctic, from Liverpool, bound to New York, had been obliged to put into Fayal to refit. The Elizabeth Frith, from Boston, bound to California, had also put in leaky. She reported rescuing in long. 40, six men from the British brig Isabella, of Dundee, from Shields, bound to New Haven. The Captain and eight men of the Isabella, were swept overboard by the sea on the night of Jan. 6. The brig Mariner, from Liverpool to Boston, had also put into Fayal for repairs, when 45 days out.

NEW DRY DOCK.—A splendid dry dock was launched at Charleston on the 18th inst. Its dimensions are: 250 feet in length, 65 feet wide, and 20 feet deep, being capable of accommodating a vessel of 1500 tons burthen. The dock can be emptied of the water it holds in an hour. It will be ready to receive vessels about the 1st of May next.

PUBLIC LANDS.—It is officially stated that ninety-five millions of acres of public lands will be required to satisfy the warrants of soldiers in the late war, and the Secretary of the Treasury computes that it will take, at the rate public lands have been heretofore sold, sixteen years to dispose of these ninety-five millions.

BOSTON, Feb. 17, 1851.

The bark Wyman, arrived at Salem from Rio Grande, reports extensive preparations to be making for an expected outbreak with Rosas. A large force is already collected at Rio Grande. The captain says he passed on the bar, two vessels bound in with troops.

P. Riley, chief deputy marshal here, at the head of affairs in the absence of Devons, published a statement to-day, stating that he applied to Commodore Downs for leave to place a fugitive at the navy yard for safety, but the Commodore refused to take the responsibility. He also applied to the Mayor and City Marshal to keep the prisoner, without success. The fugitive's whereabouts is not yet known, but it is supposed he is on his way to Canada, via Burlington. No arrests yet made.

FROM CARACCAS.—The Baltimore Sun of the 17th instant, says: By the arrival of the schooner Gazelle, Captain Lanfare, at this port from Caraccas, we have received, through the politeness of T. P. Jenkins, Esq., supercargo, files of "Diario de Avisos" to the date of the sailing of the vessel. One of the papers contains the President's message. All quiet.

"The coffee market was very animated, with an upward tendency, finding ready purchasers at ten and a quarter to ten and a half; holders asked a half to ten; indigo eight to eight and a half rials; market fairly supplied with American produce; flour thirteen to thirteen dollars and fifty cents."

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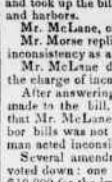

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fy23 1y WM. A. JOHNSON, Agent, 92 Camp st.

MUTUAL BENEFIT LIFE AND FIRE INSURANCE COMPANY OF LOUISIANA.
INCORPORATED IN APRIL 1849, AND DECLARED A DIVIDEND OF 25 PER CENT. ON 12 MONTHS BUSINESS.
Office, No. 38 Camp street,
Between Gravier and Common sts.
Business of the Company confined to Life Insurance Only

This Company being organized, solely for the protection of the policy holders and their families against want and poverty, is in its operations a great national benevolent institution, conducted upon the most secure and solid principles, and affording a liberal annual sum, paid during life, a large and handsome legacy to widows and children after death.

There were several white persons in the mob, but they did not appear to act in the rescue. The rescue, of course, caused great excitement throughout the city, as one of the most daring outrages upon law and order ever enacted. It is thought impossible to re-arrest the fugitive, as his friends have no doubt hurried him off ere this, to the Canadian frontier. U. S. Marshal Devent is absent at Washington.

All policy holders, whether for life or shorter terms, who continue the insurance till death, participate in the whole of the profits of the company.

Creditors can insure the lives of debtors. A married woman can effect insurance on the life of her husband, to be her sole and use of herself and children, free from the claims of creditors.

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RICHARD REIN, M.D., No. 271 Magazine street, Medical Examiner, who will be at the office daily from 12½ to 2 P. M.

By the Charter only $5,000 is taken on a single life.

☞ This Company is prepared to entertain applications for Life Insurance, and issue Policies on all sound and healthy White persons and Negroes, at the Table of Rates established by the Board, which are less than the rates charged by the New York and London offices, and without their restrictions as to residence in the South. By the charter, Dividends of Profits are declared annually, and the profits draw interest, and can be made available at once to the extent of two-thirds of their amount, where the party has paid his premium in full.

☞ California Permits New York and London rates. Prospectus, Table of Rates, and all information to Life Insurance, and all papers necessary to effect Insurance can be had at the office of the Company.

☞ Extensive Traveling Privileges are allowed.
☞ Office hours, 9 A. M. to 5 P. M. jy12 1y

JOHN V. CHILDS
ENGRAVER & PRINTER
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CAMP STREET

MUSIC.

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99 CAMP STREET.

F. A. TYLER has on hand and is constantly receiving *PIANO FORTES*, from the justly celebrated Manufactories of Hallet, Davis & Co. Boston; John H. Dunham, David Van Winkle, A. H. Gale & Co. and Jas. H. Grovesteen, New York; also Pierce's Forte Pianos. Orders received for the HORETS PATENT IRON PLANOS, to be delivered in turn as fast as received from the factory. These Pianos are decidedly the best Piano now in use, particularly for the country, where Pianos can seldom be tuned, as they will stand longer and in better tune than any other Piano. These Pianos have an independent rim or case, which can be removed in a moment, there being no connection between the Piano and case.... Superior GUITARS, VIOLINS, ACCORDEONS, FLUTES, and other Musical Instruments, constantly on hand and for sale at low prices. SHEET MUSIC for Piano Forte, Guitar, Flute, etc. Also INSTRUCTION BOOKS for all musical instruments. ☞ A Liberal Discount to Dealers, Teachers and all those sending large orders.... All orders promptly attended to. mh27

MUSIC AND MUSICAL INSTRUMENTS.—The undersigned subscribers would respectfully request your attention to their large and extensive stock of Music and Musical Merchandise of every description; and also to their well selected assortment of Piano Fortes, from the factories of the first makers in the United States and Europe.

Strings for Violin, Guitar, Harp, Violoncello, Double Bass, etc. Guitar Pins, Pegs, Screws, etc.
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Piano Forte Wire, Tuning Hammers, Forks, etc. etc. and every article connected with the Music Business.
Orders for Music and Musical Instruments will be promptly attended to.
A liberal discount made to dealers and professors, and to seminaries.
Second Hand Pianos bought, and taken in part payment for new ones.
All the new Music received from the North as soon as published.
The entire Music Department will be under the charge of Mr. H. D. Hewitt.... New Orleans, La., Oct. 25.
E. A. TYLER,
H. D. HEWITT.
o25 dtf&W4t

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.
☞ Hour Chronometers altered to run 56 hours. o25 1y

M. H. MEYER, No. 100 Camp street, Watchmaker and dealer in JEWELRY, GOLD PENS, FANCY ARTICLES, and WATCHES. All Jewelry articles repaired at moderate prices. m18

FINE WATCHES, JEWELRY, SILVER-WARE, etc.—YOUNG & CO, No. 8 Camp street, have at all times on hand a complete assortment of articles to the above mentioned line. WATCHES of the best English manufacturers, in Gold and Silver, hunting and open face cases, Patent Lever and Duplex Escapements, full and jeweled, full plate and three-quarters plate movements, and all sizes. Geneva Watches, plain, engraved, enameled, and the cases set with Diamonds—all of which are fully warranted for time and quality.
Ladies' CHAINS of the newest patterns.
Gentlemen's Guard, Fob and Vest CHAINS.
SPECTACLES, Gold, Silver and Steel, for all sights.
Diamond Breastpins and Finger Rings—a large assortment.
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Gold Pens, in Gold and Silver Holders, Points warranted.
Signet Rings, other Stone Rings, Wedding Rings, plain Gold Rings.
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SILVER-WARE, warranted pure as coin, plain and threaded patterns, consisting of Table and Tea Spoons, 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 Tea Urns, Candlesticks, etc.
Mantel CLOCKS, of black, white and gray Marble.
Ladies' Gold Watches, with Gold Fob and Vest Chains.
☞ Citizens and strangers visiting the city are respectfully invited to examine the above goods before purchasing elsewhere, as the whole is of the finest description, not to be excelled by any house in the trade, and at moderate prices.
☞ Particular attention given to repairing Clocks, Watches and Jewelry. Chase mounted and Diamonds reset. n4 1m

DENTISTRY.

DENTAL NOTICE—The Copartnership heretofore existing between F. H., C. S. & J. S. KNAPP is dissolved by limitation.
F. H. & C. S. KNAPP and L. Chandler Moulton may be consulted at the old stand, 104 *Common street, corner of St. Charles.*
The firm of J. S. KNAPP may be consulted at his new office and residence, No. 10 *Baronne street, near Canal.*
They give particular attention to the preservation of Carious Teeth, and extracting the nerve when it can be done with a certainty of timely and judicious treatment. They are also prepared to insert Artificial Teeth according to the latest improvements in the art, by atmospheric pressure, by electro-galvanic action, and with or without Artificial Gums, as the case may require.
Teeth extracted without pain, under the influence of Chloroform or Letheon, with perfect safety, they having used these articles in nearly four thousand cases with success, and without injury to the patient. d2 mh24 6Wly

JAMES H. SPRATLEY,
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Office No. 110 St. Charles street,
Between Perdido street and Lafayette Square,
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F. H. KNAPP, DENTAL SURGEON, senior partner of the late firm of F. H., C. S. & J. S. KNAPP, Dental Surgeons, still continues the practice of his profession, as usual, at the same place, where he has been established for many years past, 104 Common street, opposite the ruins of the St. Charles Hotel.
☞ Operations performed to the best satisfactory. fe1 3m

F. H. BADG