DAILY CRESCENT.

TRIUMPHS OF THE ENGLISH LANGUAGE.

BY REV. JAMES O. LYONS, LL. D.

Now gather all our Saxon herds,
Let harps and hearts also strung,
To celebrate the triumphs of
Our own good Saxon tongue:
For stronger far than hosts that march,
With battle-flags unfurled,
It goes with FREEDOM, THOUGHT and TRUTH,
To rouse and rule the world.

Stout Albion hears its household lays,
On every surf-worn shore,
And Scotland hears its echoing far
As Orkney's breakers roar;
From Jura's crags, and Mona's hills,
It flows on every gale,
And warms, with eloquence and song,
The homes of Innisfail.

On many a wide and swarming deck,
It scales the rough wave's crest,
Seeking its peerless heritage—
The fresh and fruitful West;
It climbs New-England's rocky steeps,
As victor mounts a throne;
Niagara knows and greets the voice
Still mightier than its own.

It spreads where winter piles deep snows,
On bleak Canadian plains,
And where on Essequibo's banks,
Eternal summer reigns;
It glads Acadia's misty coasts,
Jamaica's glowing isle,
And bides where, gay with early flowers,
Green Texas' prairies smile.

It lives by clear Itasca's lake,
Missouri's turbid stream,
Where cedars rise on wild Ozark
And Kansas' waters gleam:
It checks the hunt with Oregon,
Through sunset valleys rolled,
And soars where California brooks
Wash down their sands of gold.

It sounds in Borneo's camphor groves,
On seas of fierce Malay,
In fields that curb old Ganges' flood,
And towers of proud Bombay;
It wakes up Adan's flashing eyes,
Dusk brows, and swarthy limbs;
The dark Liberian soothes her child
With English cradle-hymns.

Tasmania's maids are wooed and won
In gentle Saxon speech;
Australian boys read Crusoe's life
By Sidney's sheltered beach;
It dwells where Africa's southmost capes
Meet oceans broad and blue,
And Nineveh's rugged mountains gird
The wild and waste Karroo.

It kindles realms so far apart,
That while its praise you sing,
These may be clad with autumn's fruits,
And these with flowers of spring;
It quickens lands whose meteor lights
Flame in an Arctic sky,
And lands for which the Southern Cross
Hangs orbit fires on high.

It goes with all that prophets told,
And righteous kings desired,
With all that great apostles taught,
And glorious Greeks admired;
With Shakspeare's deep and wondrous verse,
And Milton's loftier mind;
With Alfred's laws, and Newton's lore,
To cheer and bless mankind.

Mark, as it spreads, how deserts bloom,
And error flees away,
As vanishes the mist of night
Before the star of day;
But grand as are the victories
Whose monuments we see,
These are but as the dawn, which speaks
Of noontide yet to be.

Take heed, then, heirs of Saxon fame,
Take heed, nor once disgrace,
With deadly pen or spoiling sword,
Our noble tongue and race;
Go forth, prepared, in every clime,
Go love and help each other,
And judge that they who counsel strife
Would bid you smite—a brother.

Go forth, and jointly speed the time,
By good men prayed for long,
When Christian States, grown just and wise,
Will scorn revenge and wrong:
When earth's oppress'd and savage tribes
Shall cease to pine or roam,
All taught to prize these English words—
FAITH, FREEDOM, HEAVEN and HOME.

The Next United States Senate.

The next Senate, as it will stand after the 4th of March next, is now full with the exception of seven members. The number thus far elected or holding over is fifty-six; of whom twenty-one, including Mr. Hale, of New Hampshire, are whigs; and thirty-five democrats. Of the six yet to be elected, nearly all are doubtful. Total members, when the Senate is full, sixty-two. The Democratic majority will probably be from eleven to fifteen.

Whigs in italic; Democrats in roman; those marked *F. S.* are *Free Soilers* or *Abolitionists*.

Term Expires.		Term Expires.	
ALABAMA.		MICHIGAN.	
Jeremiah Clemens	1863	Alpheus Felch	1863
Wm. R. King	1855	Lewis Cass	1857
ARKANSAS.		MISSOURI.	
Wm. K. Sebastian	1853	David R. Atchison	1855
Solon Borland	1855	*Henry S. Geyer*	1857
CONNECTICUT.		NEW HAMPSHIRE.	
Truman Smith	1855	*John P. Hale (F. S.)*	1853
	1857	Moses Norris, Jr.	1855
CALIFORNIA.		NEW YORK.	
Wm. M. Gwin	1855	*W. H. Seward (F. S.)*	1855
	1857		1857
DELAWARE.		NEW JERSEY.	
Presley Ogle Bennet	1855	*Jacob W. Miller*	1853
James A. Bayard	1857	Robert F. Stockton	1857
FLORIDA.		NORTH CAROLINA.	
Jackson Morton	1855	*William P. Mangum*	1853
Stephen R. Mallory	1857	*George E. Badger*	1855
GEORGIA.		OHIO.	
John M. Berrien	1853	Samuel P. Chase (F. S.)	1855
Wm. C. Dawson	1855		1857
INDIANA.		PENNSYLVANIA.	
James Whitcomb	1855	*James Cooper*	1853
Jesse D. Bright	1857	Richard Brodhead	1857
ILLINOIS.		RHODE ISLAND.	
Stephen A. Douglas	1853	*John H. Clarke*	1853
James Shields	1855	A. P. Butler	1859
IOWA.		SOUTH CAROLINA.	
George W. Jones	1853	R. Barnwell Rhett	1853
Augustus C. Dodge	1855	A. P. Butler	1859
KENTUCKY.		TENNESSEE.	
Joseph R. Underwood	1853	*John Bell*	1853
Henry Clay	1855		1857
LOUISIANA.		TEXAS.	
Solomon W. Downs	1853	Thomas J. Rusk	1857
Pierre Soulé	1855	Sam. Houston	1853
MAINE.		VERMONT.	
Hannibal Hamlin	1857	*William Upham*	1853
James W. Bradbury	1853	*Solomon Foot (F. S.)*	1857
MASSACHUSETTS.		VIRGINIA.	
John Davis	1853	Robert M. T. Hunter	1853
		James M. Mason	1857
MARYLAND.		WISCONSIN.	
Thomas G. Pratt	1857	Isaac P. Walker	1855
James A. Pearce	1855	Henry Dodge	1857
MISSISSIPPI.			
Jefferson Davis	1857		
Henry S. Foote	1853		

Nearly all the Senators elected this winter are friends of the Compromise. Mr. Mallory, of Fa.; Mr. Geyer, of Missouri; and Mr. James, of Rhode Island; Mr. Stockton, of New Jersey; are all such, and succeed men of opposite views. Mr. Bright, of Indiana; Mr. Pratt, of Maryland; Mr. Cass, of Michigan; Mr. Rusk, of Texas; Mr. Mason, of Virginia; all friends of the Compromise, are re-elected. Mr. Bayard, of Delaware; Mr. Brodhead, of Pennsylvania; friends of the Compromise, succeeded gentlemen of similar views. The only Senators of the class 1851-57, who are believed to be opposed to the Compromise measures, are Mr. Foote, of Vermont; Mr. Hamlin, of Maine; Mr. Dodge, of Wisconsin, and Mr. Davis, of Mississippi.

In Massachusetts, Ohio, and New York, no choice has been effected, after repeated trials; and the prospect is, that in all of these States the election will be postponed until the next session.

TEA—100 half chests superior Pouchong, in store and for sale by
mh8 A. P. COCHRAN, 27 Tchoupitoulas st.

SARDINES—50 cases, in whole, two-third, half and quarter boxes, for sale by
mh8 A. P. COCHRAN, 27 Tchoupitoulas st.

FIRE BRICKS—200,000 English, landing and in store: 100,000 Scotch and American, for sale by
fa27 HAYMAN & HOLDEN, 58 Magazine st.

ORANGE COUNTY BUTTER—30 kegs of this superior Butter, just received per back Nimrod, and for sale by (mh8) W M. J. DEWEY, 78 Gravier st.

WHITE LEAD—Wetherill's Philadelphia, of the various grades, for sale by
fa28 E. J. HART & CO. 79 Tchoupitoulas st.

PLASTER—500 casks Calcined, of various brands, 250 casks Land or Farmers' Plaster, for sale by
fa27 HAYMAN & HOLDEN, 58 Magazine st.

LEMON SYRUP—200 boxes, a superior article, for sale low, by NATHAN JARVIS & CO.
mh4 tf corner Magazine and Common sts.

WHITE LEAD—25 tons, from the best Northern Manufacturers, for sale by
NATHAN JARVIS & CO.
mh4 tf corner Magazine and Common sts.

CHEESE—800 boxes prime Western Reserve in store and for sale by
ja18 A. D. GRIEFF & CO. 38, 40 and 42 Old Levee.

TEAS—500 pckgs. Imperial, Gunpowder, Pouchong, etc. for sale by
A. D. GRIEFF & CO. 38, 40 and 42 Old Levee.

BARCLAY'S London Porter and Bass' Pale Ale, in casks, just landed and for sale by
JOHN E. ELLIOTT & CO. 40 Customhouse st.

JOHN V. CHILDS
ENGRAVER & PRINTER
9
CAMP STREET.

STEAMBOATS.

For Mobile—Daily U. S. Mail Line.—The splendid passenger packet steamer JAS. L. DAY, Capt. S. B. Griffin, CALIFORNIA, Capt. C. L. Reynolds, and steamer FLORIDA, Capt. W. T. Ellington, (having been built expressly for the Lake trade,) with suites or accommodations. One of the above steamers leaves the Pontchartrain Railroad daily, on the arrival at the Lake of the 4 o'clock, P. M. cars; and the Way Letter Bag leaves the office of the Argus at 3 o'clock, P. M. For freight or passage, apply on board, or to
R. GEDDES, Agent, 10 Bank Place.
ja2

For Mobile—Canal Line steamer ST. CHARLES, Wm. C. Sutton, master—This fine steamer, built expressly for the Lake trade, with fine accommodations, leaves the Canal every TUESDAY and FRIDAY EVENING, at 5 o'clock, and the Pontchartrain Railroad on the arrival of the 6 o'clock cars. On Tuesdays will stop at Bay St. Louis, Pass Christian and Pascagoula. On Fridays at Bay Louis and Pass Christian. Returning, leave Mobile every Monday and Thursday, stopping at Biloxi, Mississippi City, Pass Christian and Bay St. Louis. Freight received at the Canal Warehouse at all hours of the day. The last barge leaves the Warehouse on the days of departure at 12 o'clock, M.
E. H. WINGATE, 38 Poydras st.
j3

For Mobile—Canal Line steamer MOBILE, E. Allen, master—This substantial packet steamer, built expressly for the Lake trade, with good accommodations, will leave the New Canal every WEDNESDAY and SATURDAY EVENING, at 5 o'clock, and the Railroad on the arrival of the 6 o'clock cars. On Saturdays will touch at all the Coast landings, and on Wednesdays at Bay St. Louis and Pass Christian. Returning, will leave Mobile every Tuesday and Friday, stopping at Pascagoula, Christian and Pass Bay St. Louis. Freight received at the Canal Warehouse at all hours of the day. The last barge leaves the Warehouse on the days of departure at 12 o'clock, M.
E. H. WINGATE, 38 Poydras street.
ja17

For Covington.
U. S. MAIL LINE, via Mandeville, Lewisburg and Madisonville—The new and splendid packet steamer LADY LINDA, built for the trade, T. W. Dunnica, master, will leave as follows:

LEAVES NEW ORLEANS:			LEAVES COVINGTON:		
Monday	on arrival of	4½ o'clock p. m.	Tuesday	6½ o'clock	p. m.
Wednesday	"	10 a. m.	Thursday	8½ "	"
Friday	"	10 "	Thursday	8½ "	"
Saturday	"	12 "	Saturday	2 "	"

☞ Letter Bag at the office of Wm. L. Cushing & Co., 56 Common street, closes at 9 o'clock A. M. on the days of departure. For further particulars, inquire of
ja11 WM. L. CUSHING & CO. 56 Common street.

Friday Evening Packet—For Montgomery and Wetumpka—The fine and fast running steamer FAIRBIRD, William F. James, master, will leave for Montgomery the balance of the season as a passenger boat, leaving Mobile every FRIDAY EVENING, at 5 o'clock, and arriving at Montgomery every TUESDAY MORNING in time for the cars.
☞ Passengers taking her may rely on being put through in mail time. 1867 lm

Regular Yazoo and Yallabusha Packet steamer ELIDA—For Lewisburg, Leflore, Greenwood, Marion and Yazoo City—The new, elegant and swift running passenger steamer ELIDA, C. V. Wells, master, will positively leave as above and all intermediate landings on THURSDAY, the 6th inst., at 10 o'clock A. M. For freight or passage, apply on board, or to
mh4 T. B. SMITH, 17 Poydras st.

Regular Yazoo River Packet Steamer SALUDA—For Leflore, Greenwood, Marion, Yazoo City, Satartia, Livermore, Vicksburg, Grand Gulf, Natchez, Bayou Sara, and all the intermediate landings—The fine and fast running passenger steamer SALUDA, W. M. Pace, master, having broken a shaft, and being compelled to return to the city for a new one, is now at the wharf receiving freight, and will positively leave as above on THURSDAY, the 6th inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Canal st., or to
T. B. SMITH, 17 Poydras street.

☞ The steamer Saluda will take freight for the Tallahatchie and Yallabusha rivers, with the privilege of reshipping at Leflore.

Regular Red River Packet Steamer BELVIDERE—For Harrisonburg Bluffs, Catahoula, Rhuff, Shreveport, Grand Ecore and Alexandria—Regularly and swift running passenger packet steamer BELVIDERE, J. F. Ledwick, master, will positively leave for the above and all intermediate landings, on THURSDAY, the 6th inst., at 4 o'clock P. M.
T. B. SMITH, 17 Poydras st.
or J. H. MORRISON & Co. 1 Front Levee.
☞ The Belvidere will take freight for Fort Towson, and all landings above the Raft, and relship on the steamers Mustang and Jim Gilmer. mh6

Regular Ouachita Packet Steamer LA-TONA—For Bastrop, Monroe, Harrisburg, Fort Pleasant, Marsh Bayou Northeastern, Ouachita City, Trenton, Monroe, Columbia, Shell Prairie, Sicily Island, Harrisburg, Trinity, and all landings on Ouachita and Black River—The superior, light draught and swift running steamer LATONA No. 1, T. Hunt, master, will leave for the above and all intermediate landings on FRIDAY, the 7th inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Carondelet street, or to
T. B. SMITH, 17 Poydras street,
or ROBBINS, ARRINGTON & CO.
21 Bank Place.
mh6

Regular Red River Packet Steamer ECHO—For Jefferson, Port Caddo, Shreveport, Alexandria and Natchitoches—The new, elegant and swift running passenger packet steamer ECHO, W. W. Withenbury, master, will leave on FRIDAY, the 7th inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Customhouse st., or to
mh6 T. B. SMITH, 17 Poydras st.

Regular Memphis Packet Steamer GEM—For Memphis, Columbus, Napoleon, Greenville, Princeton and Lake Providence—The new, elegant and swift running passenger packet steamer GEM, Captain Lewis Stearns, will leave for the above and all landings and bends, on SATURDAY, the 8th inst., at 5 o'clock P. M. For freight or passage, apply to
T. B. SMITH, 17 Poydras st.,
or MOSES GREENWOOD & CO.
N. B. There will be a Clerk on the Levee every Friday morning. mh8

Regular Louisville Passenger Packet MAGNOLIA—For Louisville, Evansville, Henderson and Shawhee—The new, magnificent and swift running passenger packet steamer MAGNOLIA, Capt. Chas. Thornton, master, will positively leave for the above on SATURDAY, March 8th, at 5 o'clock P. M. For freight or passage, apply to
SHUTE, HOYT & CO. 1 Upper Levee st.
T. B. SMITH, 17 Poydras street.
☞ A Plan of the Cabin can be seen at the Agent's office, 49 Camp st. 1427

Regular Yazoo and Yallabusha River packet steamer W. A. VIOLETT—For Tchula, Leflore, Greenwood, Marion, Yazoo City, Satartia and Vicksburg—The fine, light draught and swift running steamer W. A. VIOLETT, Gwatney, master, will positively leave for the above and all intermediate landings on SATURDAY, 7th inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Customhouse st., or to (mh6) T. B. SMITH, 17 Poydras st.

Regular Monday Vicksburg Packet MONTGOMERY—For Grand Gulf, Princeton, Lake Providence, Milliken's Bend, Richburg, New Carthage, Grand Gulf, Rodney and Natchez—The splendid and swift running passenger packet steamer MONTGOMERY, Capt J. H. Estis, will positively leave for the above and all intermediate landings, MONDAY, the 10th inst., at 5 o'clock P. M. For freight or passage, apply to
mh6 T. B. SMITH, 17 Poydras st.
☞ The steamer Montgomery, Captain J. H. Estis, in future, will not take freight above Skipwith's Landing.

SHIPPING.

FOR CALIFORNIA

U. S. Mail Steamship Company.

FOR CALIFORNIA, HAVANA AND NEW YORK—The double engine steamship OHIO, James F. Schenck, U. S. N. commander, having been thoroughly repaired and improved, has resumed her place in the line, and will leave for New York, from her wharf, opposite the Place d'Armes, with the Government Mails, on THURSDAY, the 14th inst., at 8 o'clock A. M., precisely.
☞ The Company has now four new and magnificent steamships, the HORNET, COLUMBUS, LOUISIANA and ALABAMA, running semi-monthly on the Pacific side from Panama to San Francisco. The connection at Panama being now complete, it will be found the most speedy and pleasant route for gentlemen and their families, to California. Passengers may rely upon meeting with the detention at that place except the usual stay in port.
☞ An experienced Surgeon is attached to all the Company's steamers.
☞ Passengers for Havana must procure passports from the Spanish Consul.

RATES OF PASSAGE:

To Havana—In Saloon	$35 00
Steerage	15 00
To New York—Saloon	75 00
Steerage	25 00
To Chagres—Saloon	80 00
Steerage	40 00
To San Francisco from Panama—Cabin	200 00
Steerage	150 00

☞ No berth considered secured until paid for at the office of the agency, No. 95 Magazine street.
mh6 JAMES LENNINGS, Agent.

FOR CALIFORNIA—The new and splendid steamship PAMPERO, Capt. W. H. Hudson, U. S. N., commander, will leave the steamship wharf, foot of St. Mary street, Lafayette, for Chagres direct, on MONDAY, the 16th inst., at 10 A. M., precisely. For freight or passage, apply to
ARMSTRONG, LAWRASON & CO., Agents,
mh5 106 Magazine street.

FOR SAN FRANCISCO AND SACRAMENTO CITY, California—The new, A 1, substantial low pressure steamship CINCINNATI, Capt. Jas. Wier, will leave as above on the 20th instant. She is splendidly finished, and has handsomely furnished state-rooms throughout, affording a fine opportunity to those who wish to remove with their families. Only a few passengers and a limited quantity of freight can be received. Those wishing to make engagements will do well to apply at once to (mh8) WM. J. DEWEY, 78 Camp st.

FOR CHAGRES—DIRECT—SAN JUAN, Nicaragua—The fine and fast sailing brig INDIAN QUEEN, (burden 200 tons,) Varny, master, is now daily expected, and will have the quickest possible dispatch as above. This vessel is fitted and furnished in a superior manner, and has excellent accommodations for cabin and steerage passengers. For freight or passage, apply to
ja14 WM. J. DEWEY, 88 Gravier st.

FOR SAN FRANCISCO—*California Regular Line*—The A1 coppered and fast ship KATAHDIN, Alfred Morse, master, is now loading as above, and will have all possible dispatch. This ship is of the first class, and well found in every respect. For freight or passage apply to
WM. J. DEWEY, 88 Gravier st.
☞ This ship will be consigned to the address of Messrs. CLIFFORD, GARR & CO., San Francisco. 1521

DOMESTIC PORTS.

CHARLESTON AND HAVANA Packet—*United States Mail Line between New York*—The splendid steamship ISABEL, Capt. Rich, 1100 tons burthen, has resumed her regular trips from CHARLESTON (S. C.) to HAVANA, leaving Havana for Charleston—8th and 23d of each month; leaving Charleston for Havana on the 1st and 15th.

RATES OF PASSAGE:

Havana to Charleston or Savannah	$6
Havana to Key West	5
For further particulars, apply to	

M. C. MORDECAI, Charleston, or to
E. J. HART & CO. 79 Tchoupitoulas st. N. Orleans.
Agents at Havana.
☞ Passengers leaving Havana by this line can reach Huntsville on the *Fifth Day* by taking the Land Route, and New York and Philadelphia one in the same time by taking the steamship to those ports. 1426

FOREIGN PORTS.

FOR CHAGRES DIRECT—To sail THIS EVENING, positively—The A 1 fine and fast sailing regular monthly packet brig OCTAVIA, A. M. Madden, master, will sail positively as above. The Octavia is hereby notified to be the accommodation of passengers, and will land her passengers at Chagres, alongside the wharf at Chagres, thereby saving the delay and expense attending boat hire.
☞ This being the only regular established line, passengers may rely upon meeting with no detention.
For freight or passage, apply on board, Lower Pleasure Tree, or to
ja18 JOHN ALEXANDER, 24 Gravier st.
☞ Bargage free.

FOR VERA CRUZ—The Alvador, BONITA, J. Shaw, master, will sail in a few days. For freight or passage, having superior accommodations, apply to the captain on board, Lower Pleasure Tree, or to
feb1 HARELL & CO. 61 Common st.

FOR FREIGHT OR CHARTER—The A 1 Brig BELLA CUBANA, Wells, master, will be ready in a few days to receive cargo for any port in the Mediterranean. Apply to
feb17 HARELL & CO. 61 Common st.

FOR FREIGHT OR CHARTER—The fine brig CAROLINA, Cotes, master, will be ready to load in a few days, and will engage for any port in the Mediterranean. Apply to
feb17 HARELL & CO. 61 Common st.

DUFFIELD'S HAMS—30 tierces landing, for sale by E. J. HART & CO. 79 Tchoupitoulas st.

PROPOSALS for CARRYING the MAILS.

Extract from the Act of Congress of 3d March, 1845.

"*And be it further enacted*, That it shall be the duty of the Postmaster General, in all future letting of contracts for the transportation of the mail, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation; nor shall any new contractor hereafter be required to purchase out, or take at a valuation, the stock or vehicle of any previous contractor, for the same route."

☞ Bidders will be careful to read the forms and instructions appended to this advertisement. They are requested to state, in their proposals, the mode by which they intend to convey the mail. Where the size and weight of the mails, or the speed called for in the schedules shall require it, the contracts will be made for coaches, steamboats, railroad conveyance, as the case may be, and, consequently, such routes will be let to bids proposing such mode of conveyance. In all other cases, the routes will be assigned to bids proposing the cheapest mode of transportation.

☞ Railroad companies are specially notified that their regular bids are to be considered as limited to the supply of regular trains on their respective roads, not over a quarter of a mile from a depot. Separate proposals for offices more than a quarter of a mile off will be considered.

PROPOSALS for carrying the mails of the United States from the 1st day of July, 1853, to the 30th of June, 1854, inclusive, in Louisiana, will be received at the contract office at the Post Office Department, in the city of Washington, until 9 A. M. of the 1st of April, 1851, to be decided by the 20th day of April, 1851, on the routes and in the manner and time herein specified, viz:

Louisiana.

6169 From Mansfield at 5 A. M. once a week, Thursday; By Dunbarton to Shreveport 40 miles;
To Shreveport by 11 A. M. next day, 45 miles;
And back between 1 P. M. Friday and 4 P. M. next day.
6170 From Mount Merino (Ark.) at 5 A. M. once a week, Thursday; By P. H. Montgomery's;
To P. H. Dillon's by 6 P. M., 25 miles;
And back between 8 A. M. and 6 P. M., Friday.
6171 From Mill Creek, Sabine Parish, at 5 A. M. once in two weeks, every other Monday;
By Lasancerie and Hog Bayou;
To Belvoir by Ferry by 5 P. M., Wednesday, 90 miles;
And back between 8 A. M. every other Thursday, and 5 P. M. Saturday.
Bids for tri-weekly trips are invited.
6172 From Minden at 5 A. M. once a week, Friday;
By Fairview;
To Belmont by 7 P. M., 40 miles;
And back between 5 A. M. and 7 P. M., Saturday.
Query—As to necessity of route?
6173 From Natchitoches at 7 A. M. once a week, Monday;
By Many and Mansfield;
To Shreveport by 11 A. M. Wednesday, 80 miles;
And back between 1 P. M. Wednesday and 2 P. M. Friday.
Bids for tri-weekly service, through in 30 hours each way, are invited; also for tri-weekly service terminating at Mansfield, through in 15 hours.
6174 From Natchitoches at 2 P. M. once a week, Wednesday;
To Shelby ville, Texas, by 6 P. M. Friday, 75 miles;
And back between 8 A. M. Monday and 12 M. Wednesday.
Bidders will name the intermediate points which they intend supplying.
6175 From Atchafalaya at 11 A. M. once a week, Wednesday;
To Big Bend on Avoyelles Parish by 1 P. M., 6 miles;
And back between 8 A. M. and 10 A. M. Wednesday.
6185 From Deerfield at 7 A. M. once a week, Friday;
By Dallas;
To Richmond by 6 P. M., 25 miles;
And back between 7 A. M. and 5 P. M. Saturday.
6186 From Fairmount at 8 A. M. once a week, Friday.
To Homer by 7 P. M., 40 miles;
And back between 5 A. M. and 7 P. M. Saturday.
6187 From Bayou Sara at 7 A. M. once a week, Friday;
By the principal settlements between the Bayou Chouden and De Arbonne;
To Fenwick (Yorkville?) in Ouachita Parish, by 5 P. M., 25 miles;
And back between 7 A. M. and 5 P. M. Saturday.
6188 From Hardenburg at 8 A. M. once a week, Saturday;
To Beck's (Kirk's?) Ferry by 3 P. M., 20 miles;
And back between 10 A. M., Friday, and 6 P. M.
6175 From Monroe at 7 A. M. once a week, Thursday;
By Le Bloom;
To Perry's Bridge by 6 P. M., 30 miles;
And back between 7 A. M. and 5 P. M. Wednesday.
6176 From New Orleans at 3 P. M. once a week, Friday;
By Sebastian Bend;
To Esse Bend by 10 A. M. next day, 41 miles;
And back between 12 M. Thursday and 12 M. next day.
6177 From New Orleans at 1 P. M. once a week, Friday;
By Plaine' and Wilkinson's;
To Homer by 7 P. M. next day, 60 miles;
And back between 7 A. M. Thursday and 12 M. next day.
6178 From Perry's Bridge at 8 A. M. once a week, Thursday;
To Clow's Mill by 5 P. M., 30 miles;
And back between 8 A. M. and 7 P. M. Friday.
6179 From Point Coupée at 4 P. M. once a week, Thursday;
To Fausse Point by 5 P. M., 15 miles;
And back between 7 A. M. and 5 A. M. Thursday.
6180 From Shreveport at 7 A. M. once a week, Monday;
By Lockwood and Stephens';
To Nacogdoches by 5 P. M. Wednesday, 100 miles;
And back between 7 A. M. Thursday and 5 P. M. Saturday.
6181 From Vienna at 1 P. M. once a week, Tuesday;
By Calloway's and Corner Bluff, (Union Parish,) crossing the De Abouse at Sulphur Springs;
To Elderado, (Ark.) by 5 P. M. next day, 50 miles;
And back between 7 A. M. Wednesday and 11 A. M. next day.

Form for a Bid where no change from advertisement is contemplated by the bidder.

"I (or we, as the case may be) here offer to carry the mail (or names in full) of (here state the residence or residences) hereby propose to carry the mail on route No. from to as often as the Postmaster General may advertise, for the proposals on the same, dated January 15, 1851, requires, in the time stated in the schedules contained in such advertisement, and in the following mode of conveyance, to wit: (here state how it is to be conveyed) for the annual sum of (here write out the sum in words at full length.)"

Dated [Signed.]

Form of a Guarantee to accompany each bid.

"The undersigned (here insert the name of the guarantor or guarantors) guarantees that, (here insert the name or bidder or names of bidders, as the case may be,) if his (or their) bid for carrying the mail from to on the routes and in the manner and time herein specified, viz:

INSTRUCTIONS,

Embracing certain conditions which will be incorporated in the contracts.

1. Seven minutes are allowed for opening and closing the mails at all offices where no particular time is specified; but in populous and thoroughfare towns there is to be no more delay than is necessary to deliver and receive the bags.

2. The mail is to be conveyed in preference to passengers, and to their entire exclusion, if the speed of the mail requires it.

3. Post office boxes, mail bags, and the special agents of the Department, on the exhibition of their credentials, are to be conveyed without further charge, on mail lines admitting of such conveyance.

4. Mail agents are to be conveyed without charge on the principal railroad and steamboat lines, where the size of the mails and number of the offices will require their employment by the Department; and, in that case, a separate apartment, or the exclusive use of the front seat, is to be provided for the sorting and safe-keeping of the mail is to be provided by the contractor, and under the direction of the Department.

5. In all cases where the mail is ready at the time of the trip when the trip is not run; and do not make due time from the day of the trip when the trip is not run, and no sufficient excuse is offered, in a forfeiture of the pay of the trip, or in a fine of not less than one-fourth part of it when the running or arrival is so far behind time as to use the connection with a depending mail; and a forfeiture of the pay of the trip, if the speed of the mail is rendered inferior to that in the contract. These forfeitures may be increased into penalties of a higher amount, according to the nature or frequency or the failure and the importance of the mail.

6. Fines will be imposed unless the delinquency be satisfactorily explained in due time, for failing to take from, or deliver to, a post office, or post office agent, the mail, or any part of it to be wet, injured, lost, or destroyed; or conveying it in a place or manner that exposes it to depredation, loss, or injury; or for refusing to convey the mail when it is ready, or to use the railroad car, or steamboat, which the contractor regularly runs on the route beyond the specified number of trips in the contract, and for not keeping up the mail, for not setting up or running an express to transmit commercial intelligence in advance of the mail, a penalty will be exacted equal to a quarter's pay.

7. The Postmaster General may alter the contract for repeated failures; for violating the post office laws; for disobeying any order of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract without the consent of the Postmaster General, or for ceasing to run or running an express without leave.

8. The Postmaster General may alter the contract, and alter the schedule, he allowing a pro rata increase of compensation, which increase is to commence with the time the new services required, or for the increased speed, if the contract need of additional stock or carriers is rendered necessary; but the contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to the change. The Postmaster General may annul the contract or curtail the service and pay, when he wishes to dispense with the service, in whole or in part, or discover a better or different route, or mode of conveyance, or if more than one month's extra pay on the amount discovered with.

9. The payments will be made through drafts on post offices or otherwise, after the expiration of each quarter—say in February, May, August and November.

10. The distance, as given, is supposed to be the best information; but no increased pay will be allowed, should they prove to be greater than is advertised, if the places are correctly named.

11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or promised any money, or other thing of value, or any consideration to do, or not to do, any thing whatever to induce any other person not to bid for a mail contract. Further, it renders it a criminal offence in violation of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time, to wit, the 1st April next, at 9 A. M., will not be considered, unless the bid be low, or the conditions several routes in one state of compensation, cannot be considered in competition with the regular proposal not engaged to be extended.

13. A bidder may offer, where the transportation called for in the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to intermit service at certain seasons of the year, if he prefers. He may propose to omit an office that is inaccessible, or is not on the stage road, the railway, or a steamboat landing, in the case he may be, or he may offer to substitute a superior mode of supply in such cases. He may propose different days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no mail connections or other public accommodation is impaired. He may ask for more running time to the trip, during a specified number of days, at certain seasons of peculiarly bad roads; but beyond these changes, a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid not set aside for extravagance; and where a bid contains any of the above alterations, their disadvantages will be estimated in comparing it with other proposals.

14. There should be but one route bid for in a proposal.

15. The route, the service, the yearly pay, the bidder's name and residence, and the name of each member of the firm, if a company, should be distinctly written, should be also the mode of conveyance, if a higher mode than on horback is intended.

16. The bids should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State or Territory of ——" written on the face of the letter; and should be dispatched in time to be received by or before one 1st April next, at 10 o'clock A. M. It should be guaranteed, and the sufficiency of the guarantors be duly certified, if required.

17. The contracts are to be executed by or before the 1st of July next.

18. Postmasters at offices situated upon or near railroads, but more than eighty rods from a depot, will immediately after the 25th of April next, report that fact to the Department, stating their exact distances from the railroad depot, and how otherwise supplied with the mail, to enable the Postmaster General to direct the proper supply to be made from the railroad by mail messengers, from and after the 1st of July next.

19. Under the act of March 3, 1845, the route is to be let to the lowest responsible bidder, tendering sufficient guarantees for faithful performance, without other reference to the mode of conveyance than may be necessary to provide for the due celerity, certainty, and security of such transportation.

20. When the lowest bid shall be for a mode of conveyance that is inadequate for the route in respect to the certainty, security and speedy or the mode, aside from any accommodation for travel, it will not be considered the lowest bid.

21. When the bid does not name a mode of conveyance, it will be taken and understood to be for the lowest mode of conveyance, to wit, on foot, on horback, or in a carriage as may according to the advertisement, and no mode of conveyance is specified in the notice in the advertisement, it will be considered as offering only for the mode of conveyance.

22. Since the passage of the act of March 3, 1845, a new description of bid has been received. It specifies no mode of conveyance, but offers to carry the mail with certainty, celerity, and security, using the time of the line. These bids are called, from the manner in which they are designated in the books of the Department, "*star bids*." It has been decided, after mature consideration, that a bid for using a certain mode of conveyance, of no high a grade as two horse coach conveyance, is to be preferred to the star bid. The reason of the Department enables it to lay down the following rules, viz:

When the mail on the route is not so large as to require two-horse coach conveyance, a star bid, if the lowest, will be preferred to the speed bid.

When the mails are of such size and weight as to require two-horse coach conveyance, the specific bid, though the highest, will be preferred to the star bid, to the extent of a moderate difference in the compensation, in case the difference is not such as disinterests with the policy of the law requiring the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation; nor shall any new contractor hereafter be required to purchase out, or take at a valuation, the stock or vehicle of any previous contractor, for the same route."

☞ Bidders will be careful to read the forms and instructions appended to this advertisement. They are requested to state, in their proposals, the mode by which they intend to convey the mail. Where the size and weight of the mails, or the speed called for in the schedules shall require it, the contracts will be made for coaches, steamboats, railroad conveyance, as the case may be, and, consequently, such routes will be let to bids proposing such mode of conveyance. In all other cases, the routes will be assigned to bids proposing the cheapest mode of transportation.

☞ Railroad companies are specially notified that their regular bids are to be considered as limited to the supply of regular trains on their respective roads, not over a quarter of a mile from a depot. Separate proposals for offices more than a quarter of a mile off will be considered.

PROPOSALS for carrying the mails of the United States from the 1st day of July, 1853, to the 30th of June, 1854, inclusive, in Louisiana, will be received at the contract office at the Post Office Department, in the city of Washington, until 9 A. M. of the 1st of April, 1851, to be decided by the 20th day of April, 1851, on the routes and in the manner and time herein specified, viz:

Louisiana.

6169 From Mansfield at 5 A. M. once a week, Thursday;
By Dunbarton to Shreveport 40 miles;
To Shreveport by 11 A. M. next day, 45 miles;
And back between 1 P. M. Friday and 4 P. M. next day.
6170 From Mount Merino (Ark.) at 5 A. M. once a week, Thursday;
By P. H. Montgomery's;
To P. H. Dillon's by 6 P. M., 25 miles;
And back between 8 A. M. and 6 P. M., Friday.
6171 From Mill Creek, Sabine Parish, at 5 A. M. once in two weeks, every other Monday;
By Lasancerie and Hog Bayou;
To Belvoir by Ferry by 5 P. M., Wednesday, 90 miles;
And back between 8 A. M. every other Thursday, and 5 P. M. Saturday.
Bids for tri-weekly trips are invited.
6172 From Minden at 5 A. M. once a week, Friday;
By Fairview;
To Belmont by 7 P. M., 40 miles;
And back between 5 A. M. and 7 P. M., Saturday.
Query—As to necessity of route?
6173 From Nat