DAILY CRESCENT.

MADAGASCAR—*Christians Sentenced to Death.* In June last, eight thousand Christians at Imirena, being assembled together one evening in different places, engaged in religious exercises, were all arrested and condemned to death. Eighteen of them had already been executed, when all the rest found means of escape, fled to the palace of the prince, and implored his protection. The prince took them under his care. The fact having come to the knowledge of the queen, she ordered her grand marshal and first minister, Rainharo, to convey her orders to the prince, her son, to surrender all these Christians for execution. The grand marshal proceeded to intimate this order to the prince, who refused to obey it, declaring that the Christians were under his protection, and that if any one had the hardihood to force his palace, with a view to their seizure, he would put him instantly to death. High words then took place between the prince and the grand marshal, the latter intimating to the former that he was acting in open rebellion to the queen his mother. The prince becoming impatient, and having strong motives for resentment against the grand marshal, drew his sword and aimed a blow at his head. It struck him on one side of the head, and cut off one of his ears. The generals present came to the rescue of the grand marshal, as the prince was about to put an end to him. When the queen heard of what had taken place, she squashed the whole affair, fearing a revolution at Imirena, for she knew that all the Christians were partisans with the prince, and that he is beloved by all the people and the army. The Christians are now in safety, and assemble themselves together in the evening, the government shutting its eyes upon everything. Rainharo trembles before the prince. This young prince, who has completed his twenty-first year, and who has been brought up by Gen. Rainihanbe, his governor, promises to establish his throne as it was under the late King Radama, his father. He has been several times at the prayer meetings of the Christians, and makes every effort to comfort them. It has been very difficult to get access to the parts of the queen, since, in 1845, she drove away all the foreign merchants, and put an end to all trade with the country. We can only hope, therefore, the way will be opened as soon as the prince, her son, shall ascend the throne after his mother's death.

A String of Items.

The geological character of the rock on which the drunkard split? Quartz, of course.

There are 25 pupils in the Illinois Asylum for the Blind, which is located at Jacksonville.

The Romish Primate of Ireland, Dr. Cullen, has written, warmly approving of the Tenant League in Ireland.

The budget for the city of Paris for the year 1856, has been calculated at 49,142,000 francs, of which 6,600,000 are for the public hospitals.

The Virginia House of Delegates on the 26th ult., laid the bill providing for a statute of Thomas Jefferson on the table, by a decided vote.

The Board of Trinity College, Dublin, have purchased, for Sidney Herbert, the big drum major, and his "four and twenty drummers, all in a row." At last accounts he was astonishing the Dubliniites.

Among articles announced for sale in one of the week's auctions, we perceive an article entitled a "Mahogany child's chair." The father of this wonderful infant must have been of the *Wood* family.

Mr. Lyman Kingsley, bridge-builder, of Northampton, moved a two story house, twenty-six by thirty-six feet, across the Connecticut river, at Chicopee, recently. This is a new kind of Panton train.

The United States Marshal seized dry goods to the value of $2000 and upwards at New York, recently, on the ground that they were smuggled into that port, and the duties not paid. They consist of Irish linens principally.

The Legislature of Iowa, at its present session, have laid off and named fifty new counties in that State. Among the list we notice Kossuth, Cass, Cerro Gordo, Palo Alto and Bonaventure.

Hyman Lazeros, a Jew miser eighty-six years old was found dead, and frozen stiff, in his miserable shanty in Malta, Ohio, where he had lived alone for eighteen years. Three or four thousand dollars were found on the premises.

"The constitutions of our females must be most excellent," says a celebrated physician, "for, take a sickly one, or a horse, and enclose its sides with corsets, and he would inter indeed, but it would be for breath."

Two more East Indiamen arrived at New York on Wednesday morning—the Zone, one hundred and ninety-five days from Shanghai, and the Natchez. They have valuable cargoes of teas, silks, spices, etc.

A new mode of evading the penalties of an offended law in horse-racing, has lately been discovered in Butler county, Ohio. It is to get *justices for judges, and constables for riders.*

Two young men at Brandon, Vt., discovered a bear frozen into his den, the water having run down and formed bars in front of him. They fired eight balls into him before killing him. He "stood 7 feet 3 inches in his shoes."

Three hundred model life-boats have been forwarded to the Admiralty from all parts of Great Britain, in competition for the prize of one hundred guineas, offered by the Duke of Northumberland.

A question of no small importance to the financial and commercial interests of the United States has been settled in France. It has been decided that gold shall continue to be received as a legal tender.

A Tuscan orator, who was playing at the Theatre La Perola, in Florence, was hissed by the audience, and plunge his dagger into the pit. Two of the audience were wounded, and a riot would have followed, if the enraged player had not been apprehended by the police.

The number of dwelling houses erected in Boston the past year is less than usual, and there appears to be an unusually small number of unoccupied houses. From appearance, there will be more erected the coming year, which will readily find occupants.

The Erie Observer is out in favor of Gen. Houston, as the democratic candidate for President in 1852. The editor predicts that when the democracy call for the yeas and nays, the Baltimore Convention will announce that the *yeas* have it.

Ten years ago, Swedish woolens, under a high protective tariff, were a bye-word in Europe for coarseness and poorness of manufacture. Under free trade and competition, the same have become finer and cheaper and better cloth than France.

John Richmond, of Brattleboro', lately lost a hen 17 years old! She was what he calls the Egyptian breed, but answering exactly to what are commonly known as the Poulands, and laid most of the time till three years before her death.

A letter dated Falls of St. Anthony, February 4th, says: "The snow is eighteen inches deep, and three days since the thermometer was at thirty-two degrees below zero! To-day, the atmosphere is warm and smoky, like Indian summer."

Fifty-six years ago a man was executed in France, for robbery of the Lyons mail and murder of a passenger. His innocence was subsequently made manifest—and a report to the National Assembly recommends a proclamation of his innocence, and the restoration of the forfeited property to his family.

The Duke of Wellington once left his umbrella, by mistake, on the stall of a lady of rank, at a fair. On returning to look for it, he was told that the umbrella had just been sold for twenty-five guineas, by the lady, who could not resist the temptation of disposing of so valuable a relic for charitable purposes.

We notice, the death, in England, of Col. Geo. Williams, M. P. for Ashton. He was born in St. Johns, Newfoundland, and is said to have joined the army of Burgoyne at the age of twelve years, and to have been present at the battle of Stillwater. He afterwards accompanied Lord Harriet Ackland on her memorable expedition to join her husband in Canada. He afterwards saw much active service, and died at aged eighty-seven—supposed to have been the last survivor of the army of Burgoyne.

Rev. Mr. Gibson, Rector of the Protestant Episcopal Church, of the Holy Innocents, at West Point, last Sunday took his congregation by surprise, by reading from the desk, a recantation of Protestantism. Rev. Mr. Wheaton, of New York city, lately at St Luke's, has also gone over to the Roman Church. We hear of some other similar defections likely soon to take place, if they have not already. [New York Express.

A statement of the number of muskets, etc., belonging to the United States, has been communicated to Congress by the Executive: Whole number of muskets fit for service, of every description, 811,533; number unserviceable, 8818. Whole number of rifles of every kind, 61,291; number unserviceable, 816. Whole number of pistols, 25,274; number unserviceable, 1915.

A letter from Rome states that a picture dealer of that city, named Campani, has lately become the possessor of a picture of Michael Angelo. He bought an old picture at a sale in London, and having cleaned it, discovered that it was the portrait of Victoria Colonna, wife of the Marquis de Pescara, general of Charles V., a lady celebrated by the great painter in one of his poems, and whose likeness he declares he had taken. M. Campani, conceiving that this might be the picture alluded to, submitted it to the Pontifical Academy of the Fine Arts at Rome, which has unanimously declared it to have been painted by Michael Angelo. It has been exhibited to the public, and the connoisseurs value it at $6,000.

BRONCHITIS and CONSUMPTION.

CONTENTS: What is Consumption? Do Bronchitis? How are they certainly distinguished? Mode of treatment and cure, illustrated by numerous facts and cases. Influences of Russian, Chinese and Sea Voyages. Cod Liver Oil and Nitrate of Silver are efficient remedies, and other persistent illustrations. No one place is 50, to be applied and efficient, according to the circumstances of each case. Adapted to common readers. By Dr. BALL, 127 Canal st. New-Orleans, who attends a thousand cases daily. Price $1 50. ☞ Sold by J. B. STEEL, 14 Camp street.

BRANDIES, Etc.—
2 half pipes "Otard, Dupuy & Co." Old;
1 half pipe "James Hennessy" Pale;
25 boxes Brown Stout;
30 boxes Scotch Ale;
60 boxes Champagne Cider;
7 barrels Old Rye Whisky;
16 quarter casks Fine Sherry Wine;
20 do Madeira do.
In store and for sale by LABUZAN & CO. 35 Common st.

DUFFIELD'S HAMS AND JOLES—
5 bbls Duffield's new Hams;
20 bbls do extra Sugar-cured Jols;
20 bbls do do do.
Landing at steamer Georgetown and for sale by R. S. McALPIN, 20 Common st. and 7 Canal street Row.

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

CHAMPAGNE—100 baskets of Colbert & Co.'s very superior Champagne, just received and for sale by SAM'L WOLFF, 36 Camp st.

CRANBERRIES—In whole, half and quarter barrels, in store and for sale by A. F. COCHRAN, 27 Tchoupitoulas st.

CAROLINA SEED COW PEAS—500 bags superior Carolina Seed Cow Peas, just received in store, and for sale by A. F. COCHRAN, 27 Tchoupitoulas st.

CANDLES—150 boxes Patent Pearl, for sale by mhd I. W. ARTHUR & CO. 28 and 29 New Levee.

PROPOSALS for CARRYING the MAIL.

Extract from the Act of Congress of 3d March, 1845, section 15.

"*And be it further enacted*, That it shall be the duty of the Postmaster General, in all future letings 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 mails. When the size and weight of the mails, or the speed called for in the schedules shall require it, the contracts will be made for coach, steamboat, or sailroad 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 understood as including the supply of such office on the line of their respective routes, 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, 1851, to the 30th of June, 1856, inclusive, in Louisiana, will be received at the contract office in the Post Office Department, in the city of Washington, until 9 A. M. of the 1st of April, 1851, (to be decided by the 19th day of April, 1851,) on the routes and in the manner and time hereinafter specified, viz:

Louisiana.

6169 From Mansfield at 8 A. M. once a week, Thursday; By Durham's and Gen. Williamson's; To Shreveport by 11 A. M. next day, 46 miles; And back between 1 P. M. Friday and 4 P. M. next day.
6170 From Maury (Manny?) at 8 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 Station, Caddo, at 8 A. M. once in two weeks, every other Monday; By Leansocco and Big Woods; To Hallow's Ferry by 4 P. M., Wednesday, 90 miles; And back between 8 A. M. every other Thursday, and 5 P. M. Saturday.
Bids for weekly trips are invited.
6172 From Minden at 8 A. M. once a week, Friday; By Fairview; To Belleview by 7 P. M., 40 miles; And back between 9 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 Muzy and Mansfield; To Shreveport by 11 A. M., Wednesday, 100 miles; And back between 1 P. M. Wednesday and 5 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 12 hours.
6174 From Natchitoches at 7 A. M. once a week, Wednesday; To Shelbyville, Texas, by 6 P. M. Friday, 72 miles; And back between 8 A. M. Monday and 12 M. Wednesday.
Bidders will name the intermediate points which they intend supplying.
6164 From Attakapas at 11 A. M. once a week, Wednesday; To Big Bend in Avoyelles Parish by 1 P. M., 6 miles; And back between 4 A. M. and 10 A. M. Wednesday;
6165 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 6 P. M. Saturday.
6166 From Farmerville 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.
6167 From Farmerville at 7 A. M. once a week, Friday; By the principal settlements between the Bayou Choudien and De Arbonne; To Forkville (Yorkville?) in Ouachita Parish, by 5 P. M., 30 miles; And back between 7 A. M. and 5 P. M. Saturday.
6168 From Harrisburg at 8 A. M. once a week, Saturday; To Beck's (Kirk's?) Ferry by 5 P. M., 20 miles; And back between 8 A. M. and 5 P. M. Friday, and 6 P. M.
6175 From New Iberia at 7 A. M. once a week, Thursday; By Le Blanc's; To Perry's Bridge by 6 P. M., 30 miles; And back between 7 A. M. and 6 P. M. Wednesday.
6176 From New Orleans at 3 P. M. once a week, Friday; By Sebastian Bayard's; To Enos Deslesse's by 3 P. M. next day, 44 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 Fleitas' and Wilkerson's; To Francis Moreau's by 6 P. M. next day, 60 miles; And back between 7 A. M. Tuesday and 12 M. next day.
6178 From Perry's Bridge at 5 A. M. once a week, Thursday; To Cone's Mill by 7 P. M., 40 miles; And back between 8 A. M. and 10 A. M. Friday.
6179 From Point Coupee at 4 P. M. once a week, Thursday; To Fausse River by 5 P. M., 4 miles; And back between 7 A. M. and 6 A. M. Thursday.
6180 From Shreveport at 7 A. M. once a week, Monday; By Logansport and Shelbyville; To Nacogdoches by 5 P. M. Wednesday, 100 miles; And back between 8 A. M. Thursday and 5 P. M. Saturday.
6182 From Vienna at 1 P. M. once a week, Thursday; By Calloway's and Corner Bluff, (Union Parish,) crossing the De Alonso at Sugar Springs; To Eldorado, (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 write the name or names in full) of (here state the residence or residences) hereby engage to carry the mail on Route No. ——, from and to as often as the Postmaster General's advertisement for proposals on the same, dated January 15, 1851, requires, in the time stated in the schedule annexed to said advertisement, and by 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 names of bidders, as the case may be,) if his (or their) bid for carrying the mail from ——— to ——— be accepted by the Postmaster General, will enter into the contract required by the Postmaster General, pursuant to such bid, prior to the first day of July next, with at least two good and sufficient sureties, to perform the service proposed."

Dated [Signed.]

Form of Certificate.

"The undersigned, Postmaster of ——, certifies that he is well acquainted with the guarantors above named and their property, and that they are sufficient and able to make good their guarantee."

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 on railroad and steamboat routes there is to be no more delay than is necessary to deliver and receive the bags.

2. The mail is to be conveyed in addition to passengers, and to their entire exclusion, if its weight and bulk require it.

3. Post office blanks, mail bags, and the special agents of the Department, on the other establishments of the country, are to be conveyed without further charge, on mail lines admitting of such conveyance.

4. Bad letters 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, it is the bounden duty of the exclusive use of the Department mail agent, for the assorting and safe keeping of the mail to be provided by the contractor, and under the direction of the Department.

5. In all cases there is to be a forfeiture of the pay of the trip when the trip is not run; and of not more than three times the pay of the trip, when the trip is not run, and no sufficient excuse for the failure is furnished, a forfeiture of at least one-fourth part of it when the running or arrival so far behind time as to be inconsistent with a decent regard to time, and a forfeiture of a due proportion of it when a grade of service is rendered inferior to that in the contract. These forfeitures may be increased into penalties to the full 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 at, a post office, the mail, or any part of it; or suffering it to be wet, injured, lost, or destroyed; or conveying it in a place or manner that exposes it to unnecessary injury; or refusing after demand to convey a mail by any coach, railroad car, or steamboat, which the contractor regularly runs on the route beyond the number of seats specified in the contract, and for not arriving at the time set; and for 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 annul the contract for repeated failures; for violating the post office laws; for disobeying the instructions 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 setting up or running an express as aforesaid.

8. The Postmaster General may alter the contract, and alter the schedule, by allowing a proportion of compensation, within the restrictions imposed by law, for the additional services required, or for the increased speed, if the employment 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 place higher or different service on the route, by allowing one month's extra pay on the amount dispensed 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 distances are given according to the best information; but no increase of compensation 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 gratuity or bounty, or paid, any consideration to do, or not to do, any thing whatever to induce any other person not to bid for a mail contract. Particular attention is called to the 20th section of the act of 1836, prohibiting combinations to stifle bids.

12. A bid received after time, to wit, the 1st April next, at 10 A. M., or without the guarantee required by law, or that combines several routes in one sum, cannot be considered in competition with the regular proposal not accompanied by the guarantee.

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 interrupt service a specified number of days, week or months, if he may propose to omit an office that is inaccessible, or is not on the stage road, the railway, or at a steamboat landing, or the case may be; or he may offer to substitute an inferior 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 connection or other public convenience will be 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 those changes, a proposal for any thing other 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, where a company offers, should be distinctly stated; also the mode of conveyance, if a higher mode than on horseback is intended.

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

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 quarter of a mile from a depot, will immediately after the 25th of April next, report the 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 for them 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 bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation.

When the lowest bid proposes a mode of conveyance that is inadequate for the route in respect to the certainty, security and celerity of the mails, aside from any accommodation for travel, it will not be entitled to the route.

20. 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 horseback. When it proposes to carry necessitating the advertisement, a higher mode of conveyance is stated for the route in the advertisement, it will be considered as offering only for horseback conveyance.

21. Since the passage of the act of March 3, 1845, a new description of bid has been received, which specifies no mode of conveyance, but engages to carry the mail with certainty, celerity, and security, using the terms of the law. These bids are called, from the manner in which they are designated on the books of the Department, "*star bids*." It has been the specific mode of service consideration, that a bid proposing a coach transportation is to be preferred to the star bid. The experience 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 specific bid.

22. When the mails are of such size and weight as to render it necessary or expedient, in reference to them alone, to provide 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 to interfere with the policy of the new law, which looks to a reduction in the cost of transportation. Exceptions, however, may be allowed, where the star bid is made by the present owner of the stock on the route, and it is manifest that the reasons for preferring the specific bid do not exist in his case.

23. On routes of the highest class where four-horse coach or steamboat transportation is required by the size and importance of the mails, the preference for the specific bid will be, if necessary, carried to a greater extent of difference than on the inferior coach routes, subject, however, to the exceptions above stated.

24. A modification of a bid, in any of its essential terms, is tantamount to a new bid, and cannot be received, so as to interfere with regular competition, after the last hour set for receiving bids.

25. Postmasters are required to be careful, and not to certify the sufficiency of guarantors or sureties without knowing that they are responsible; and all bidders, guarantors and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for, and accepted bids, their legal liabilities will be enforced against them.

26. The contracts will be substantially in the form heretofore used in this Department, except in the respects particularly mentioned in these instructions and conditions; and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the post offices not more than eighty rods from the railroad or landing.

N. K. HALL, Postmaster General.

Post Office Department, January 15, 1851. feb 1t law

INSURANCE.

TENNESSEE MARINE AND FIRE *Insurance Company.*

CAPITAL, $300,000.

JOHN. M. HILL, Pres't....GEO. W. MARTIN, Sec'y.

☞ This long established Company, with the most ample means for the protection of its Policies, continues to take RIVER, SEA and FIRE RISKS on the most liberal terms. at its agency in New Orleans, at the office of
jl1 1y PICKETT, PERKINS & CO., 67 Magazine st.

Southern Mutual Life Insurance Company of Louisiana.

LIFE INSURANCE EXCLUSIVELY.—Extra Guarantee Fund, $500,000.... Accumulative Capital, $500,000.... Patent Office, No. 42 Camp street, New Orleans.

This Company is now ready to make insurance on White Persons and Slaves, on the established rates of companies. This being the only Company, incorporated in the State, confined exclusively to Life Insurance, with an extra Guarantee Fund, the Directors feel confident that it affords unusual and much greater inducements to those desirous of effecting an insurance on their lives than any other.

It is also upon the mutual principle; such person assured becoming a member thereof, and enjoying a participation of its profits, being equitably entitled to a ratability beyond the amount of premium secured.

Insurance Companies organized upon the mutual principle are generally more successful than those whose business is confined to Life, as they are based upon calculations warranted correct by long experience and close scrutiny; but the stability and success of this Company is placed beyond a contingency, by the advantageous arrangement she has made for an unlimited Guarantee Fund of $50,000, not to be used or loaned, as subscriptions to Mutual Insurance Companies always are, by instalments.

This Extra Guarantee Fund of $50,000 remains permanent and that the Company has accumulated a similar amount to take its place.

☞ California permits granted, and extensive traveling privileges allowed.

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E. L. Goolsby, Attorney. jy17

New Orleans Agency

OF THE

MUTUAL PROTECTION INSURANCE CO.

of Nashville, Tennessee.

THIS Company will insure on the Mutual Principle, Houses, Merchandise, etc., against LOSS or DAMAGE by FIRE, and the Organs of Vessels of every description against THE PERILS OF THE SEAS AND RIVERS. All persons having policies issued by this Institution are entitled to a full participation in the profits, without any liability to loss.

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MUTUAL BENEFIT LIFE AND FIRE INSURANCE COMPANY OF LOUISIANA.

(INCORPORATED IN APRIL 1848, 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 safe and sure asylum, in sickness and during life, a large and handsome legacy to widows and children after death.

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

Creditors can insure the lives of debtors. A married woman can effect insurance on the life of her husband, in her own name, and use of herself and children free from creditors of her husband.

TRUSTEES:

John Ragan,	Joseph Walker,
Peter Conroy, Jr.,	John S. Allison,
Robert J. Ward,	James H. Lovell,
Isaac Johnson,	Samuel Stewart,
	Edward Sparrow,
	Henry S. Buckner.

PETER CONROY, Jr. President Board of Trustees.

REFERENCE:

Joseph W. Stanton, J. Morgan Hall,	A. Van Bibber,
John L. Lewis,	William Fry, Jr.
J. C. Hall,	J. H. Barton,
John L. Saffarans,	Geo. W. Smith,
E. W. Sewell,	Jamin Bebee,
Cornelius Fellowes,	C. C. Stathen,
	M. Cahoon,
	Edw. Jenner Coxe.

JOHN HAGAN, President of the Company.

SOW. CHERNER COXE, Secretary.

A. J. WEDDERBURN, M. D. Medical Board of

THOMAS HUNT, M. D. } Consultation.

E. G. HEART, Actuary. E. L. Goolsby, Attorney.

RICHARD BEIN, 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 lift.

☞ This Company is prepared to entertain applications for Life Insurance, on the Mutual Principle, on the lives of persons of Colour and Negroes, at the Table of Rates established by the Board, which are less than the rates charged by the New York and Louisville Companies, without their participation in the profits, and without their liability to assessments as to residence in the South. By the charter, Dividends of Profits are declared annually, and the profits drawn interest, and can be made available at once to the extent of two-thirds of their amount, where the party has paid his premiums in full.

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

☞ Extensive Traveling Privileges

Office hours, 9 A. M. to 3 P. M.

Mayoralty of New Orleans,

MARCH 1, 1851.

IN pursuance of a resolution passed by the Council of Municipality No. Two, at its sitting of 26th ult., notice is hereby given that in not less than ten days from the first publication hereof, a Public Market in Municipality No. Two will proceed to act on the improvement contemplated by said resolution, viz: "To cause the street on the south side of the Annunciation Market to be opened and extended from its present termination on the west side of the Annunciation Market place, through to Tchoupitoulas street, in a straight line, and on a width of seventy-two feet, and a half inches, from the continuation of the southern line of said street, under the act of April 30, 1828, regulating the opening of streets, etc., within the city of New Orleans, and of the act of municipality thereof, approved 31 May, 1847."

A. D. CROSSMAN, Mayor.

Mayoralty of N.Orleans, March 3, 1851.

COUNCIL OF MUNICIPALITY NO. TWO.

Sitting of Tuesday, Feb. 18, 1851.

RESOLVED, That the Mayor be and he is hereby authorized and requested, after having given ten days notice in the official journal of this Municipality, to sell at public auction the contracts for building a Brick Engine-house, Stable, Hose-house, Hook and Ladder House, Fire Company No. 12, on a lot of ground on Tchoupitoulas street, between Race and Orange streets, owned by the Municipality; and to Engine-house, Stable, Hose-house, Trough, etc., for Washington Fire Company No. 39, on a lot of ground on Thalia street, between Bacchus and Dryades streets, owned by this Municipality, all in accordance with plans and specifications now on file in the Surveyor's office. The work to be done without delay, in a good and substantial manner, to the satisfaction of the Surveyor and Fire Committee. The contract for each house, etc., to be sold separately; the contractor to give security in twice the amount of the contract for the faithful performance of the work.

Passed February 13, 1851.

THOS. H. SHIELDS, President pro tem.

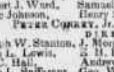
MAYORALTY OF NEW ORLEANS, March 3, 1851.

NOTICE is hereby given that I will sell, at my office, on MONDAY, 17th inst., at 12 o'clock M., to the lowest bidder, the contracts for building the Engine-houses described in the above resolution, in accordance with the plans and specifications on file in the Surveyor's office. [mh4] A. D. CROSSMAN, MAYOR.

ADVANCES—Liberal cash advances made on consignments of Cotton and other produce to our friends in London, Liverpool, and Havre.

E. H. ELLIOTT & CO. 49 Customhouse st.

TO SOUTHERN AND WESTERN



TRAVELLERS.

NEW ROUTE, via Cincinnati, Columbus and Cleveland, to Buffalo, Niagara Falls, Upper and Lower Canada, Rochester, Syracuse, Albany, Saratoga Springs, Montreal, Quebec, Boston, New York, Philadelphia, etc., etc.

To New Orleans, Cincinnati, Columbus and Cleveland Railroads.... Two Daily Trains—morning and evening.... On and after the opening of navigation, the Morning Express Train will leave Cincinnati in the morning, arrive at Cleveland same evening, and proceed to Buffalo on the new splendid and fast line of first class steamers EMPIRE STATE and BUCKEYE STATE, arriving at Buffalo next morning in time for Express Trains for Albany; arriving at Albany in time for the Morning Lines of Steamboats, and arriving in New York next morning—making forty-eight hours through from Cincinnati to New York.

Passengers leaving Cincinnati by Morning Express Train, will sleep that night on one of the above steamers, will breakfast second night on steamer on North River, feeling as fresh for business on arriving at New York as when leaving their homes. No extra charge for Meals or State-rooms on the boats in connection with this line. Passengers by Evening Train can stop over night at Columbus, (capital of Ohio,) or proceed Cincinnati, Saturday, as may suit their convenience. The Roads of this route are new, and laid throughout with heavy T Rail; and no exertion will be spared to secure the safety and speed of travel.

Steamers leave Cleveland daily for Dunkirk, Detroit, Mackinaw, Chicago, and all the principal points on the Lakes.

☞ For all information, and through tickets, please apply at the office, East side of Broadway, first door North of Front, Cincinnati.

Cincinnati, February, 1851. feb25 1m ow

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

ORANGE COUNTY BUTTER—30 kegs of this superior Butter, just received per bark Nimrod, and for sale by [mh5] WM. J. DEWEY, 38 Gravier st.

STEAMBOATS.

For Mobile—*Daily U. S. Mail Line.*—The splendid low pressure packet steamers JAS. L. DAY, Capt. S. R. Griffis, CALIFORNIA, Capt. C. L. Reynolds, and steamer FLORIDA, Capt. W. T. Gibeson, (having been built expressly for the Lake trade,) with superior 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 Agent at 5 o'clock, P. M. For freight or passage, apply on board, or to R. GEDDES, Agent, 10 Bank Place. jm25

☞ For Mobile—Canal Line steamer ST. CHARLES, Wm. C. Sutton, master—This fine steamer, built expressly for the Lake trade, with fine accommodations, will leave 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 days of departure at 12 o'clock.

E. H. WINGATE, 38 Poydras street. jy19

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 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 Bay St. Louis, and on Wednesdays at Bay St. Louis and Pass Christian. Returning, will leave Mobile every Tuesday and Friday, stopping at Pascagoula, Cheoctaw and Pass Christian. 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.

E. H. WINGATE, 38 Poydras street.

For Covington.

U. S. MAIL LINE, via Mandeville, Lewisburg and Madisonville—The new and splendid Lake steamer LENORA, Smith for the trade, T. W. Dunman, master, will leave as follows:

LEAVE NEW ORLEANS:			LEAVE COVINGTON:		
Monday on arrival of	12 o'clock	cars	Monday, on arrival of	3 o'clock	P. M.
Wednesday "	10 "	"	Tuesday, 6½ "	"	
Friday "	10 "	"	Thursday, 6½ "	"	
Saturday "	10 "	"	Saturday, 3 "	"	

☞ A Letter Bag at the office of Wm. L. Cushing & Co., 55 Common street, closes at 9 o'clock A. M. on the days of departure. For further particulars, inquire of
jy21 WM. L. CUSHING & CO. 55 Common street.

Friday Evening Packet—For Montgomery and Wetumpka—The fine and fast running steamer FARMER, 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 Mont