DAILY CRESCENT.

TERMS OF ADVERTISING.

Reduced to the Gold Standard.

From and after this date, the following reduced rate of charges, per square of 10 lines or less, in Agate, or 10 lines or less, in Pearl, will be invariably adhered to, and strictly enforced, while all the patrons of the Crescent will be put upon an equal footing, its columns will be opened to thousands who have never been able, heretofore, to advertise, viz:

First insertion, per square, in all cases			$0 50
Each inserti on do. per square, second page			0 40
" " " "	"	third page	0 25
" " " "	"	outside pages	0 15
" " " "	"	Weekly Crescent	0 37
For one month, per square, inside page			$12 50
For one month, per square, third page			10 00
For three months, per square, inside pages			20 00
For six months, per half square, outside pages			30 00
For twelve months, per quarter square, outside pages			40 00

For business cards in the Weekly Crescent, half the rates in the Daily. Contracts will be made with merchants to advertise in other papers, based on the above rates. All advertisements not marked will be considered as intended for one insertion only. These reduced rates are offered in one particular as a premium for cash payments; every advertisement, therefore, must be paid for. Regular advertisers, with whom we keep running accounts, must be left at the counter and paid for in advance.

October 1, 1850.

Labelling Plants—The importance of having all plants, including fruit trees, properly named, even in small gardens, cannot be too clearly pointed out. A plant may have beautiful foliage and flowers, but without a name it yields comparatively little interest. Every plant has a history of its own, and the first step toward obtaining a knowledge of that history is its name; the next, its native country and year of introduction into our gardens. A garden of plants without names is like a library of books without their exterior superscriptions. Numbers are only useful to nurserymen. All garden plants should be properly named. The season of propagation is chiefly when plants are out of bloom, and the want of diligent care in retaining their names too frequently leads to a confused nomenclature. The vast number of new plants which are being continually introduced, as well as the host of garden varieties every year brought under the amateur's notice, are quite perplexing to him unless constant attention to correct labelling is observed. Then, again, with regard to fruits, how much uncertainty would be removed by keeping labels of a permanent kind to every tree! Small gardens cannot, or ought not, to find room for indifferent kinds of fruits or uncertain bearers; hence the importance and advantage of knowing every kind we cultivate. How much trouble is thereby avoided; for it frequently happens that the difficulty and expense of obtaining the name of a single fruit are much greater than the attention necessary in keeping the names to a small collection, which the limited space of a suburban garden admits.

With respect to the particular kind of label which is most desirable to employ, there is a good deal of uncertainty. Some persons prefer some of the new kinds now in existence, while others adhere to the old wooden labels, which, after all, have not yet been very satisfactorily superseded; whatever kind of material is employed, however, the names should be accurately and distinctly written. [Gennie Farmer.

A Hard Shell's Hymn Book.—A traveller called at nightfall at a farmer's house, the owner being from home, the mother and daughter being alone, refused to lodge the traveller. How far then, said he, to a house where a preacher can get lodgings? Oh, if you are a preacher, said the old lady, you can stay here. Accordingly he dismounted. He deposited his saddle-bags in the house, and led his horse to the stable. Meanwhile the mother and daughter were debating the point as to what kind of a preacher he was. He cannot be a Presbyterian, said the one, for he is not dressed well enough. He is not a Methodist, said the other, for his coat is not the right cut for a Methodist. If I could find his Hymn Book, said the daughter, I could tell what sort of a preacher he is, and with that thrust her hand into the saddle-bags, and pulling out a flask of liquor, she exclaimed—"La! mother, he's a Hard Shelled Baptist!"

TO SOUTHERN AND WESTERN TRAVELLERS.

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

To New York in 48 hours from Cincinnati, via Lake Erie, Xenia and Columbus, and Columbus and Cleveland Railroads.....Two Daily Trains—morning and evening....On and after the opening of navigation on Lake Erie, passengers by Express Train will leave Cincinnati in the morning, arrive at Cleveland same evening, and proceed to Buffalo on the new and elegant, 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 Evening Lines of Steamboats, and arriving at New York next morning, making forty-eight hours through from Cincinnati to New York.

Those desiring leaving Cincinnati by Morning Express Train, will sleep first night on one of the above steamers, will take 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 will sleep over night at Columbus, (capital of Ohio,) or proceed, direct, through, as may suit their convenience, by Road 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 travellers.

Steamers leave Cleveland daily for Dunkirk, Detroit, Michigan, 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.

P. W. STRADER, Agent.

Cincinnati, February, 1851. feb 10 m

HARDWARE AND IRON STORES, No. 89 and 91 CAMP Street. PRIESTLEY & BEIN, Importers and Dealers in Foreign and Domestic Hardware, Cutlery, Iron, Tin Plates, etc. etc. thank their friends for their liberal patronage, by unremitting attention to business, and their prompt attention to all orders received, will, they hope, secure to them a continuance of their favors. By arrangements with Northern houses, they are constantly receiving fresh supplies, carefully selected, of every thing in their line, and can confidently invite the attention of purchasers to their large and well assorted stock, of which the following is a part:

English Bar iron, round square and flat—700 tons;
Swedes iron, round square and flat—150 tons;
best Pennsylvania iron, round, square and flat—100 tons;
best Pennsylvania Boiler Plate Iron—20 tons;
Tennessee iron, round square and flat—600 tons;
do do boiler plates—20 tons;
do do plough plate—20 tons;
do do plough moulds—30 tons;
Swedes Iron—500 tons;
Best Swedes plough plates—15 tons;
Hoop Iron, from ⅝ to 4 inch round—300 bundles;
Sheet Iron, English, American and Tennessee, from 10 to 26—300 bundles;
Hoop Iron, from ¼ to 4¼ inches—600 bundles;
Band Iron, from ⅝ to 2½ inches—200 bundles;
Cut Nails, assorted Weymouth and other good brands—300 kegs assorted;
Pocket and Table Cutlery, Razors, etc.;
Tin Plate, best Charcoal brands—600 boxes;
Sheet Zinc, Zinc, Spelter, etc.—15,000 pounds;
Brazier's Copper, 10 to 120 lb sheets—20,000 lb;
Brass, Sheet, Blister and Cast Steel—25,000 lb;
Lead, genuine Collins', Hunt's, etc.—250 boxes;
Copper and other brands—250 dozen;
Wire, Cotton, Wool and Horse Cards—600 dozen;
Patent Balance and Platform Scales;
Anvils, Vises, Stock and Dies, Bellows;
Ox, Trace, Log, Halter and Coil Chains;
Chain Cables and Anchors;
Coopers' Tools; Tinners' Tools;
American and English Locks;
Sliding Door Furniture;
Hooks and Plate Hinges;
Butt and Parliament Hinges;
Files of every description;
Rope of every description and size;
Cotton, Tiff and Mill Saws;
English King's, Hall's and other good brands;
Hollow Wood Centaur Axes;
Tarred and Manilla Rope—all sizes;
Spokes, Hubs, Felloes, Hounds, etc.;
Spikes, Bolts, Lead and Nails;
Atlantic pure White Lead;
Linseed Oil, Spirits Turpentine;
Linseed Oil, Varnish, Paints, Verdigris;
Paris and Chrome Green;
Cotton Duck, from 1 to 10 pieces;
Mill Cordage;
Sheet, Bar and Pig Lead; Lead Pipe, etc. etc.

They are also the only Agents in New Orleans of the Messrs. Cornwall's Patent Cast Steel Cotton Ties, and of the HUMPHREYVILLE COPPER COMPANY. 2d on 2naw

GOODRICH & CO. offer for sale at their Warehouse, 37 and 39 Common street, the following articles at the lowest cash prices. Their stock of GROCERIES is large and worthy the attention of the trade.

1000 packages 6 lb, 12 lb and 2 lb boxes Teas;
200 barrels crushed and Superior N. O. and Imperial do;
400 half chests ordinary and good Black do;
25 cases curious Black Tea—superior;
25 do do Green do do;
25 half chests English Breakfast Teas;
200 packages Lovering's Loaf Sugar;
250 do New Orleans Refined Sugar;
1100 do assorted Mackerel;
100 boxes and drums Codfish;
300 do Winchester flour;
100 do Litchfield & Co.'s Adamantine Candles;
200 do Sperm Candles;
500 mats Cassia;
100 bags Pepper;
100 bags Cream Lombo Madder;
300 cases Fine Crackers;
114 casks Byas' Porter and Ale;
100 casks well English Porter;
1000 kegs Bridgewater Nails;
200 packages Raymond Godard Brandy;
25 do do Bisquit Troncho's do;
3 pipes Howard, Marsh & Co. Baldera;
100 pkgs. Port, Sherry and Burgundy Wine;
40 do Sweet Malaga Wine;
100 boxes superior Virginia Tobacco;

With a large stock of Pickles, Preserves, Champagne, etc. etc. feb 1

POUCHONG TEAS—250 packages fresh Pouchong Teas, for sale by E. J. HART & CO. 79 Tchoupitoulas st.

FIRE BRICKS—150,000 English, landing and in store; 100,000 Scotch and American, for sale by HAYMAN & HOLDEN, 38 Magazine st.

PLASTER—350 bbls. and tierces Ground Plaster, landing and in store, for sale by HAYMAN & HOLDEN, 38 Magazine st.

CEMENT—2000 bbls. Newark and Rosendale, Roman and other brands, for sale by HAYMAN & HOLDEN, 38 Magazine 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.

DATES—10 frails Fresh, just landed, for sale by A. F. COCHRAN, 27 Tchoupitoulas st.

STAR CANDLES—1000 boxes best Cincinnati brands, for sale by A. D. GRIEFF & CO. 38, 40 and 42 Old Levee.

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 SAMUEL WOLFF, 36 Camp st.

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

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 (mhl4) W. J. DEWEY, 38 Gravier st.

CANDLES—150 boxes Patent Pearl, for sale by mhl 1 W. ARTHUR & CO. 28 and 30 New Levee.

PROPOSALS for CARRYING the MAIL.

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 lettings 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 required by the 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 coach, steamboat, or 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 understood as including the supply of each office on the line of 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 first day of July, 1851, 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 2 P. M. of the 15th of April, 1851, (to be decided by the 15th day of April, 1851,) on the routes and in the manner and time herein specified, viz:

Louisiana.

6169 From Mansfield at 8 A. M. once a week, Thursday; By Dorman's and Geo. Williamson's;
To Sligo at 11 A. M. next day, 45 miles;
And back between 1 P. M. and 4 P. M. next day.

6170 From Maury (Maury) at 8 A. M. once a week, Thursday. By F. 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, Saline Parish, at 8 A. M. once in two weeks, every other Monday;
By Rasmussen and Big Woods;
To Ballew's Ferry by 5 P. M., Wednesday, 30 miles;
And back between 8 A. M. every other Thursday, and 5 P. M. Saturday, 30 miles.

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 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 Maury 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 18 hours.

6174 From Natchitoches at 2 P. M. once a week, Wednesday;
To Shelbyville, Texas, by 5 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 Atchafalaya at 11 A. M. once a week, Wednesday;
To Big Bend in Avoyelles Parish by 1 P. M., 6 miles;
And back between 8 A. M. and 1 P. 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 5 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 northern and all accessible settlements between the Bayou Choudron and De Arbonne;
To Forkville (Yorkville?) in Ouachita Parish, by 5 P. M., 50 miles;
And back between 7 A. M. and 5 P. M. Saturday.

6168 From Harrisburg at 6 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.

6173 From New Iberia at 7 A. M. once a week, Thursday;
By Le Blanc's;
To Ferry's Bridge by 6 P. M., 30 miles;
And back between 7 A. M. and 6 P. M. Wednesday.

From New Orleans at 3 P. M. once a week, Friday;
By Sebastian Briard's;
To Enos Declouet's by 3 P. M. next day, 41 miles;
And back between 12 M. Thursday and 12 M. next day.

6177 From Natchitoches at 1 P. M. once a week, Friday;
By Feitas' and Wilkerson's;
To Franklin Moran's by 6 P. M. next day, 60 miles;
And back between 7 A. M. Thursday and 12 P. M. next day.

6178 From Perry's Bridge at 3 A. M. once a week, Thursday;
To Cowen's Mill by 7 P. M., 40 miles;
And back between 5 A. M. and 7 P. M. Friday.

6179 From Pointe 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 8 A. M. Thursday.

6180 From Shreveport at 7 A. M. once a week, Monday;
By Logansport and Shelbyville;
To Naconiches by 5 P. M. Wednesday, 100 miles;
And back between 7 A. M. Thursday and 5 P. M. Friday.

6181 From Vienna at 1 P. M. once a week, Thursday;
By Calloway's and Corner Bluff, (Union Parish,) crossing the De Arbonne at Sublon 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 propose to carry the mail on route No. ....

as often as the Postmaster General's advertisement for proposals on the same, dated January 15, 1851, requires, in the time stated in the advertisement, in the mode of conveyance, 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] guarantee that the person or persons [here insert the name or names of bidders, as the case may be,] if his bid [or their bid] for carrying the mail from ..... to ..... be accepted by the Postmaster General, shall 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 that 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 allow for mail exchanges.

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

3. Post office blanks, mail bags, and other 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 mail agents employed, or required by the Department; and, in that case, a separate apartment, for the exclusive use of the Department and agent, for the assorting 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 there is to be a forfeiture of the pay of the trip when the trip is not performed, or if performed, then 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 mail is not ready to be taken behind time as to ease the connection with a depending mail; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to that in the contract. The 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 so satisfactorily explained in due time, for failing to take from, or deliver at, a post office, the mail, or any part thereof, or for failing 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 refusing after demand to convey it to any post office, railroad car, or steamboat, which the contractor regularly runs on the route beyond the specified number of trips in the contract, and for not arriving at the time fixed in the contract, or not up or running as 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 discovering the incompetency of the contractor; for refusing to discharge a carrier when required by the Department; for refusing to sign the contract without the consent of the Postmaster General, or for setting up or running as express as aforesaid.

8. The Postmaster General may alter the contract, after the schedule, by allowing a pro rata increase 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 a higher or different grade of service on the route, he 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 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 performed, or promised to give or perform, any consideration to do, or not to do, any thing whatever to induce any other person not to bid for such mail contract. Particular attention is called to the 25th section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after the time, as set in the bid-out, or at, or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with the regular proposal not adjudged to be extravagant.

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 a specified number of days, weeks or months. He may propose to omit an office that is inaccessible, or is not on the stage road, the railway, or steamboat landing, as 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, or a shorter or more running time is asked, and it is obvious that no mail connection or other public accommodation is prejudiced. 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 be considered as not presented 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 price to be paid, 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 each read, addressed to the First Assistant Postmaster General, "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 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 eighty rods from a depot, will immediately after the 15th of April next, report the facts 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 such 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 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 according to the advertisement, and no 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. It 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 decided, after mature consideration, that a star bid proposes the mode of conveyance of as high a grade as two horse coach transportation, if no less preferred to the star bid. The leaving raise, viz:

When the bid on the route is but 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 nonsense 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 persons of sufficient responsibility; and all bidders, guarantors and sureties will be distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

26. The contract will be substantially in the forms heretofore used in this Department, except in the respects particularly mentioned in these instructions and advertisements. 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. 8d 6t law

INSURANCE.

TENNESSEE MARINE AND FIRE *Insurance Company.*

CAPITAL, $300,000.

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

☞ This long-established Company, with the most ample guarantee for policies, offers to Louisiana Steamboats, RIVER, SEA and FIRE RISKS on the most liberal terms. at its Agency in New Orleans, at the office of GUENTHER & CHAUVENET, No. 67 Magazine st. 3d1 fy

Southern Mutual Life Insurance Company of Louisiana.

LIFE INSURANCE EXCLUSIVELY.—Extra Guarantee Fund, $50,000.....Accumulative Capital, $500,000.....Parent Office, No. 48 Camp street, New Orleans.

This Company is now ready to make Insurance on White Persons and Slaves, at their established rates of premium. 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; each person insured becoming a member thereof, and enjoying a portion of its profits, being entitled to a dividend from any liability beyond the amount of premium accrued.

Insurance Companies organized upon the mutual principle are somewhat novel, and, in reference to those exclusively confined to Life, as they are based upon calculations warranted correct by long experience and close scrutiny; but the stability and security of the system is placed beyond a contingency, by the advantageous arrangement she has made for an undivided Guarantee Fund of $50,000, not to be used or touched, as a dividend, to Mutual Insurance Companies always are, by insurance.

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

☞ California permits granted, and extensive traveling privileges allowed.

.....Directors.....

Joshua Baldwin, Sumpter Turner,
Henry G. Stetson, Henry Renshaw,
Charles M. Waterman, Edward C. Payne,
Mark Wilson, Wilfriend T. Tompkins,
James Bonner, George W. Weed,
Warrick Hartin, Thomas I. Dix,
William H. Garland, John Calhoun,
George C. Lawrason, John M. Bach,
Robert M. McAuliffe, John Leech,
Edw'd Maspherson, Jr., Thomas H. Norton.

JOSHUA BALDWIN, President.

HARMON DOANE, Secretary.

Medical Examiners—RICHARD REIN, M. D.; HOWARD SMITH, M. D.....House Consulting, from 10 A. M. to 5 P. M.

E. L. GOODS, Attorney. 1y17

New Orleans Agency

OF THE

MUTUAL PROTECTION INSURANCE CO. of Nashville, Tennessee.

THIS Company will insure on the Mutual Principle, Houses, Stores, etc. etc. against LOSS or DAMAGE by FIRE, and the Cargoes of River Boats against THE PERILS OF THE SEAS AND RIVERS. All persons having their property insured in this Institution are entitled to a full share of profits in the profits, without any liability to loss.

TRUSTEES:

N. Hobson, Jno. Morton, Jr.
John Waters, G. Shepherd, Jr.
A. McAlister, H. Douglass,
P. S. Wott, G. P. Smith,
John H. Ewin, R. M. Bradley,
A. W. Putnam, F. W. Maxey,
T. Berry, Samuel Seay,
S. S. Ewin, A. Morrison,
Alex. Fall, R. R. Bradley,
R. F. Bell, J. B. Johnson,
H. B. Pike, A. J. Duncan,
A. O. P. Nicholson, President. W. Frischorf,
E. S. Pilcher, Vice President. T. A. Thomas.

J. T. WHARTON, Secretary.

LOCAL DIRECTORS:

Thomas R. Price, R. H. Fraser,
Geo. W. Pratt, Jr., J. Hagan,
523 ly WM. A. JOHNSON, Agent, 32 Camp st.

MUTUAL BENEFIT LIFE AND FIRE INSURANCE COMPANY OF LOUISIANA.

(INCORPORATED IN APRIL 1840, AND DECLARED A DIVIDEND OF 25 PER CENT. ON 12 MONTHS BUSINESS.

Office, No. 88 Camp street, Between Gravier and Common st.

Statement of the Company exhibited in Life Insurance Only

This Company being organized, solely for the protection of its policy holders and their families against want and poverty, is its operations a great national benefit conferred upon the conducted upon the most secure and solid principles, and affording a certain protection against want, in the hour of need, a large and handsome legacy to widows and children when death comes.

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, for the sole benefit and use of herself and children, free from the claims of creditors.

TRUSTEES:

John Hagan, Joseph Walker, John S. Allison,
Peter Conrad, Jr., Thomas Wells, Jr., Jos. Coleman,
Robert J. Ward, Samuel Stewart, Edward Sparrow,
Isaac Johnson, Henry S. Brooks.

PETER CONRAD, President pro tem.

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THOS. A. MILLER, Attorney.

H. G. HEARTT, Actuary.....E. L. GOODS, Attorney.

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 $50,000 is taken on a single life.

The Mutual Company is prepared to entertain applications for Life Insurance, and issue policies on Slaves and the lives of White persons and Negroes, at the Table of Rates established by the Company, which are less than the rates charged by the New York and Boston offices, and without the usual 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 for the benefit of the policy holder, or his assignee, where the party has paid his premiums in full.

☞ Policies issued in Cincinnati, Louisville, Nashville, Memphis, New York and Lower Rates. Prospectus, Table of Rates, and all information to be had gratis, on application at the office of the Company.

☞ California Permits New York and Lower Rates. Prospectus, Table of Rates, and all information to be had gratis, on application at the office of the Company.

☞ Executive Travelling Permits.

☞ Office hours, 9 A. M. to 5 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, the Council of 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 forty-seven feet eleven and a half inches, from the existing termination of the southern line of said street, under the act of April 31, 1832, regulating the opening of streets, etc., within the city of New Orleans, and of the supplementary thereof, approved 31 May, 1847."

A. D. CROSSMAN, Mayor.

mh8

Mairie de la Nouvelle-Orleans,

1er I MARS, 1851.

CONFORMEMENT à une résolution passée par le Conseil de la Municipalité No Deux a sa séance du 26 février, 1851, prise par le premier district que dans moins de dix jours à dater de la première publication de cet avis, le Conseil de la 2me Municipalité mettra à exécution les ameliorations ci-dessous, et qui consistent dans la dite résolution, savoir: le percement de la rue de Coze au Marché Annunciation, demeurant le point où elle se termine du Coté opposé du dit Marché Annunciation à travers la rue Tchoupitoulas en ligne droite sur une largeur de 47 pied: Ils consent depuis la continuation de la ligne sud de la dite rue d'abord Porte en 3 avril, 1831, réglant le percement des rues, etc., à la Nouvelle-Orléans, et de l'acte amendant le susdit, approuvé le 3 mai, 1847.

A. D. CROSSMAN, Maire.

mh10

Mayoralty of N.Orleans, March 3, 1851.

COUNCIL OF MUNICIPALITY NO. TWO.

Extract from the Minutes of Meeting of Tuesday, Feb. 13, 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 materials for building a brick Engine-house, Stable, Hose-house, Trough, etc., for Hand Ferry Fire Company No. 12, on a lot of ground on Tchoupitoulas street, between Race and Orange streets, owned by the Municipality; and an Engine house, Stable, Hose-house, Trough, etc., for Washington Fire Company No. 20, on a lot of ground on Thalia street, between Baronne 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 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, 10th inst., at 12 o'clock M., to the lowest bidder, the materials for building the Engine-houses details in the above resolution. The whole in accordance with the plans and specifications on file in the Surveyor's office. (mh4) A. D. CROSSMAN, Mayor.

JOHN V. CHILDS ENGRAVER & PRINTER 9 CAMP STREET.

BRANDIES, ETC.—

2 half pipes "Chant, Dupuy & Co." Old;
2 half pipes "James Heanessy" Pale;
25 boxes Brown Stout;
30 boxes Scotch Ale;
50 boxes Champagne Cider;
30 barrels Old Rye Whisky;
16 quarter casks Pale Sherry Wine;
20 do do Madeira do.

In store and for sale by LABUZAN & CO. 35 Common st.

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

JOHN H. ELLIOTT & CO. 49 Customhouse st.

AGENCY OF THE O'FALLON STEAM MILLS, St. Louis—We will always be supplied with a stock of this choice brand. Flour.

d11 ytf FERD. KENNETT & CO. 93 Magazine st.

STEAMBOATS.

For Mobile—*Daily U. S. Mail Line.*—The splendid low pressure packet steamer JAS L. DAY, Capt. S. B. Griffin. CALIFORNIA, Capt. C. L. Reynolds, and steamer FLORIDA, Capt. W. T. Gibeson, (having been built expressly for the Lake trade,) with super 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 3 o'clock, P. M. For freight or passage, apply on board, or to R. GEDDES, Agent, 10 Bank Place.

For Mobile—Canal Line steamer ST. CHARLES, Wm. C. Sutton, master—The 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, Pass Christian, Ratamong, Iess's 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 large leaves the Warehouse on days of departure at 12 o'clock, M.

E. H. WINGATE, 38 Poydras st.

For Mobile—Canal Line steamer MOBILE, Capt. Klein, commander, 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 large leaves the Warehouse on the days of departure at 12 o'clock, M.

E. H. WINGATE,