DAILY CRESCENT.

SCIENCE IN AGRICULTURE.—A specimen of a soil of good appearance was given to Sir Humphrey Davy, from Lincolnshire, in England, as remarkable for sterility. On analyzing it he found sulphate of iron. He recommended a top dressing of lime; and the sulphate of iron was forthwith converted into the sulphate of lime; a noxious substance was at once changed into an element of fertility. It was the boast of Franklin that he had stripped lightning of its perils and had chained the thunderbolt. Chemistry does more. Poisons are changed by its alchemy into the means of subsistence.

The Hon. Reverdy Johnson purchased, in 1849, a small farm, near Baltimore, in the last stage of impoverishment. Such was its reduced condition that the last crop of corn was not more than one peck to the acre. He states that all the vegetable matter growing on the two hundred acres of cleared land, including briars, sassafras, and other bushes, if carefully collected, would have been insufficient for the manufacture of one four horse wagon-load of manure. He applied to Dr. David Stewart of Baltimore, an able chemist, who rode out to the farm and procured specimens of the soil, which he carefully analyzed. He found that it contained an abundance of lime, potash, magnesia, iron and organic matter, duly mixed with alumnia and sand. One element only of a fertile soil was wanting, phosphoric acid; and of this, there was no trace. He recommended an application to the soil of the biphosphate of lime, a preparation of bones, as the best mode of supplying the deficient element. The remedy was given at the expense of ten dollars per acre. It was the one thing needful. Health was restored to the exhausted patient, and the grateful soil yielded last year twenty-nine bushels of wheat per acre to the proprietor. Nothing else was applied, indeed nothing else was wanting. Here was a beautiful triumph of science. There is no doubt about the facts; the experiment came under our observation and attracted the attention of hundreds. It was detailed to the writer by Mr. Johnson himself, and various others worthy of perfect reliance. It has been made known to the country in the American Farmer.

In each of these cases, a mere practical farmer would have groped his way in the dark, ready to be led astray by any ignis fatuus, in his efforts to find some means of improvement. He might have applied lime or stable manure. The first would have been worthless, if not injurious, and the second would have given no results commensurate with the expense. The same is probably true of guano, for though the best specimens contain as much as twenty-two per cent. of phosphates, yet the expenditure would have been out of proportion to the result, if enough had been applied to give a sufficiency of phosphoric acid.

BUSINESS CARDS.

ADDISON & CO., Wholesale Grocers and Commission Merchants, 68 Poydras st., New Orleans. feb

ANDREWS & CO., JOHN W., Commission Merchants and Shipping Agents, 91 Common st. jal

I. W. ANDREWS. JOHN THOMAS.
ARTHUR & CO., I. W., Commission, Provision and Grocery Merchants, 26 and 28 New Levee.

ARMSTRONG, JOHN, 247 Tchoupitoulas st., opposite St. Mary's Market, is prepared to manufacture Steam Boilers, of every description, at as cheap prices as they can be delivered here from any part of the country. jel3 1y

R. ARMSTRONG. GEO. C. LAWRASON. ARNOLD HARRIS.
ARMSTRONG, LAWRASON & CO., General Commission and Forwarding Merchants, and agents for the United States Mail Steamship Company, from New Orleans to New York and Chagres; also, Pacific Mail Steamship Company from Panama to California and Oregon. Office 100 Magazine street. ap 1 y

BENSON, J., House, Sign and Ornament Painter, Imitator of Woods and Marbles, 132 Camp street, opposite Lafayette Square. jy13 1y

COLLINS, C., Builder, No. 731 Poydras street between Carondelet and St. Charles, New Orleans. Cisterns made, Country orders filled up, and Job work in general done. Also—Sash, Doors, Blinds, etc., with white Planters and others can be supplied. d12 1y

DIBOLL, WM. O., Contractor and Builder, No. 170 St. Joseph street, between St. Charles and Carondelet, Jobbing of all descriptions, on short notice and reasonable terms. Stores fitted up; counters made of black walnut or mahogany, and finely polished. Cisterns made and repaired, and warranted for one year. Sash, Doors and Blinds made and repaired. Lattice work and Packing Boxes of all kinds made to order. Step Ladders of all sizes constantly on hand. jy26 1y

DUNBAR & CO., A. F., Commission Boot and Shoe Warehouse, 54 and 56 Common street, New Orleans. d2 6m

DEWEY, WM. J., Commission Merchant and Shipping Agent, 88 Gravier st. d14 4.6ndm

ELLIS & CO., R. M., Commission Merchants, 67 Gravier street. nl

JOHN H. ELLI. ALFRED B. ADAMS.
ELLIOTT & CO., JOHN H., Commission Merchants, N. 8 Customhouse street. nl

FARRINGTON, C. W., Family Grocer, No. 108 Constance street. jal8 3m

GREENWOOD & CO., MOSES, Commission and Forwarding Merchants, 66 Gravier street. al 1y

A. D. GRIEFF. G. A. HINGSLAND. W. M. GREENWOOD.
GRIEFF & CO., A. D., Wholesale Grocers and Commission Merchants; dealers in Goshen and Western Butter and Cheese, and agents for Taylor's Albany Ales, Porter and Newark Cider, No. 28 St. and 40 Old Levee and No. 10 Front Levee, New Orleans. nl

E. J. HART. L. S. HART. S. S. HART.
HART & CO., E. J., 79 Tchoupitoulas street Wholesale Dealers in Groceries, Drugs, Chemicals, Paints, Oils.

HOWARD, T. H., Attorney at Law, 11 Camp street. fel5 1y

HEALD, J. H., (formerly of M. GREENWOOD & Co.,) Commission Merchant, No. 26 Bank Place, New Orleans. al

JONES, SAMUEL, Jr., [late TALBOT, JONES & Co., Baltimore,] Grocer and Forwarding Merchant, 45 Poydras st., New Orleans. nl 1 y

KENNETT & CO., FERDINAND, No. 93 Magazine street, Agents of the St. Louis Shot Tower, have constantly on hand a complete assortment of DROP and BUCK SHOT, and BAR LEAD, from the St. Louis Shot Tower. d14 y1f

LEE, MICHAEL, 106 Circus street, New Orleans—Locksmith and Bell Hanger. Iron Safes and Letter Presses repaired; Jobbing in general. Bell Hanging done in the best manner and at shortest notice. jel0 2m

LOWE, J. F., Bell-hanger and Locksmith Camp street, corner of Lafayette. All work guaranteed.

V. M. MARCH. W. H. BELL.
MARCH & BELL, Auctioneers and Commission Merchants, No. 29 Banks Arcade, Slave Depot, No. 125 Magazine street, New Orleans. jal1 1y

NUGENT & CO., RICHARD, Cotton Factors and Commission Merchants, 41 Union Row, Carondelet street. nl

POOLE, WM. L., Notary Public, successor to Notary Public, O. Morgan, office No. 22 Natchez street, opposite Banks Arcade, New Orleans. ap11 1y

REGULAR DRY GOODS TRADE.
PALMER, JOSEPH H., Wholesale Dealer in Dry Goods, 56 Gravier street. ap16 d&w

PURVIS, WOOD & CO. Commission Merchants, 39 Gravier street. nl 6m d&W

PAYNE & HENDERSON, Wholesale Grocers, 30 and 32 Gravier street. n17 d&W

PUIG, MILE & CO. Commission Merchants 82 St. Louis street. nl1 1y

PRICE, GEO. K. (late of Nashville, Tenn.) Wholesale Grocer, 32 Gravier street. nl2

RAYMOND, W. C., Family Grocer, 71 Camp street. au24

G. W. RACE. W. H. FOSTER.
RACE & FOSTER, Attorneys and Counsellors at Law—Office 14 Exchange Place. nl13 1y

RANDOLPH & POPE, Wholesale and Retail Druggists and Apothecaries; Dealers in English, French and German Drugs and Chemicals, 108 Poydras street, between Camp and St. Charles streets. nl4 1y

ROMATOSA, J., (Successor to COSTA & Co.) Importer of Havana Perfume, keeps constantly on hand a large assortment of Cigars, consisting of Principes, Regalias, Canadenas, Cabanas, Panetelas, Dams, Small Regalias, Regalias, Trabucos, etc., etc., from the most celebrated brands of Havana. No. 5 Front Levee, or corner of St. Charles and Gravier streets. nl6 1y

STINSON, J., Carpenter and Builder, 294 Magazine street, (in Bible & Stewart's old place,) constantly on hand an extensive assortment of Panel Doors; Sash, glazed or unglazed. All orders promptly filled at the lowest prices, and every description of Jobbing done with neatness and dispatch. nl6 2 1y

WM. H. SEYMOUR. S. D. SEYMOUR.
SEYMOUR & BRO. (formerly AULT & SEYMOUR,) Wholesale and Retail Grocers, 262 and 264 Tchoupitoulas street. nl9

SORIA, JACOB, NOTARY PUBLIC, Commissioner of the State of Missouri. HORACE KEATING, Assistant. Office 74 Gravier street. nl5 6m

STOUGHTON, CHARLES, Grocer and Wine Merchant, 94 Camp street. nl8

STARK, THEO. O., Notary Public, 88 Gravier street and 10 Banks Arcade Passage. ap5 1y

TOOLE, JOHN, Commission Merchant, Emigration and Remittance Office, 25 Bank Place. nl2

TERRIO, J. NARCISSE, Parish Auctioneer. General Agent and Collector—Office 61 Chetimatches street, Donaldsonville, La. nl

CHARLES A. TOWNSEND. WM. C. TOMPKINS.
TOWNSEND & CO., CHAS. A., Wholesale Dealers in Foreign and Domestic Dry Goods, 4 Magazine street. nl4

TYLER, E. A., 36 Camp street, Fine Watches, Clocks, Musical Boxes, Watch Chains, Seals and Keys, rich Jewelry of all kinds, Silver and Silver plated Ware, Spectacles, Work and Dressing Boxes, Fancy Maple Goods, fine Cutlery, Fancy Goods, etc. Jewelry manufactured and repaired. Watches and Clocks repaired and warranted. d, W

VEASIE, J. H., Attorney and Counsellor at Law, will practice in the Parishes of Concordia, Tensas and Madison. Office, Pearl st., Natchez, Miss. nl5

WRIGHT & CO., A. J., Cotton Factors and Commission and Forwarding Merchants, 67 Gravier street, New Orleans, La. jl7 1y

WEBB, JOHN H., Original Vinegar Establishment, corner of Common and Marais street, opposite Charity Hospital. jl7 1y

WOOD & CO., F. W., Ship Chandlers, Grocers and Provision Dealers, opposite Pot 23, Second Municipality, and No. 5 Red Stores, Third Municipality.

WOLFF, SAMUEL, Importer of Wines, Brandies, etc., and General Commission Merchant, No. 95 Camp street. nl2

WOOD, WM. WALLACE W., Counsellor at Law, Commercial and Marine Notary Public—Office removed to 74 Gravier street. nl5 1y

CISTERNS AND PACKING BOXES made to order, and Jobbing done by JOHN H. BERAN, 325 Camp st. near Julia.

MONTILLADO SHERRY—A very choice lot, with the favorite brands, in packages of four dozen each, for sale by JOHN TOOLE, 25 Bank Place.

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 letting of contracts for the transportation of the mail, to let the same, in every case, to the lowest bidder tendering sufficient guarantee 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 vehicles 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 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 such offices 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 1st day of July, 1851, to the 30th of June, 1854, inclusive, in Louisiana, will be received at the contract office of 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 herein specified, viz:

Louisiana.

6169 From Mansfield at 8 A. M. once a week, Thursday; By Durham's and Geo. Williamson's; To Shreveport by 12 M. next day, 40 miles; And back between 1 P. M. Friday and 4 P. M. next day.
6170 From Manry (Manry?) 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, Sabine Parish, at 8 A. M. once in two weeks, every other Monday; By Lanskoon and Big Woods; To Burton's Ferry by 5 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 5 A. M. once a week, Friday; By Fairview; To Bellview 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, 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 13 hours.

6174 From Natchitoches at 2 P. M. once a week, Wednesday; To Sheibly ville, Texas, by 6 P. M. Friday, 72 miles; And back between 8 A. M. Sunday 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 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 5 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 8 A. M. once a week, Friday; By the principal settlements between the Bayou Chendon and De Arbonne; To Fort vale (Vortvile?) in Ouachita Parish, by 5 P. M., 25 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.
6172 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 2 P. M. Wednesday.
6176 From New Orleans at 3 P. M. once a week, Friday; By Sebastian Bravard's; To Lake Delacroix by 5 P. 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 Pichot and Wilkinson's; To Francis Mouton's by 6 P. M. next day, 60 miles; And back between 7 A. M. Thursday and 12 M. next day.
6178 From Perry's Bridge at 5 A. M. once a week, Thursday; To Cane's Mill by 7 P. M., 40 miles; And back between 5 A. M. and 7 P. M. Friday.
6179 From Point Coupee at 4 P. M. once a week, Thursday; To Pierre River by 5 P. M., 25 miles; And back between 7 A. M. and 5 A. M. Thursday.
6180 From Shreveport at 7 A. M. once a week, Monday; By Logansport and Sabine Bridge; To Nacogdoches by 5 P. M. Wednesday, 100 miles; And back between 7 A. M. Thursday and 5 P. M. Saturday.
6182 From Vernon at 8 A. M. once a week, Friday; By Callaway's and Corner Bluff, (Union Parish,) crossing the De Abonne at Sulphur Springs; To Farmerville (Ark.) by 3 P. M. next day, 45 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. ——, from —— to ——, as offered by the Postmaster General's advertisement for proposals on the same, dated January 15, 1851, requires, in the time stated in the schedules contained in such 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] guarantee that, [here insert the name of bidder or names of bidders, as the case may be,] if the route be let to him for carrying the mail from ——— to ——— he will enter into the contract required by the Postmaster General, pursuant to his 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 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 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 for the expeditious and, in that case, a separate compartment, 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 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 mail is not carried, or sufficient engine for the fast one is furnished, a forfeiture of at least one-fourth part of it when the running or arrival is so far behind time as to lose the connection, or to injure the mail; 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 of a higher amount, according to the nature or frequency of the failures and the importance of the mail.

6. Fines will be imposed unless the delinquency be satisfactorily explained in due time, for failing to run from, or deliver at, a post office, the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; or conveying it in a place or manner that exposes it to such accidents; for refusing, after demand to convey a mail by any coach, railroad car, or steamboat, which the contractor regularly runs on the route beyond the specified number of miles in the contract, and for not arriving at the time set; and for setting up or running an express to transport 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 any material part of the following 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 abroad.

8. The Postmaster General may alter the contract, and also its schedule, by adding or diminishing the speed of conveyance, in which 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, when he wishes to dispense with the service, or to reduce it in part, or place a higher or different grade of 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 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 a mail contract. Particular attention is called to the 25th section of the act of 1836, prohibiting conclusions to prevent bidding.

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 of compensation, cannot be considered in competition with the regular proposal not subject 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 convert 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 at a 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, provided no more running time is added, 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 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 office, the service, 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 a route back is intended.

16. The bids should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals to the State or Territory of ——" written on the outside 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 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.

12. Under the act of March 3, 1845, the route is to be let to the lowest bidder tendering sufficient guarantee 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 resources to which they are designated on the books of the Department, "*star bids.*" It has been decided, after mature consideration, that a bid proposing a specific mode of conveyance of as high a grade as the lowest coach transportation is to be preferred to the star bid. The experience of the Department stakes 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 one horse bid, if the lowest, will be preferred to the star bid.

22. When the mails are of such size and weight as to render a two-horse coach or equipment, in reference to them alone, to provide two-horse coach conveyance, the specific bid, though the highest, will be preferred to the star bid. We have found 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. We propose, however, may be allowed, to meet the star bid as made by the present owner of the stock on the route, and it is manifest that the reason for preferring the specific bid do not exist in his case.

23. On routes of the highest class to be four-horse coach or steamboat transportation is required to give the star bid, if necessary, curved to a greater extent of difference than on 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 persons of sufficient responsibility; and all bidders, guarantors and sureties are distinctly notified that on a failure to enter into or perform the contract, or to pay other persons, instead of 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 conditions; and on all railroad and steamboat routes the contractors will be required to deliver the mails to 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.

A. D. HALL, Postmaster General.

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

INSURANCE.

TENNESSEE MARINE AND FIRE *Insurance Company.*

CAPITAL $200,000.

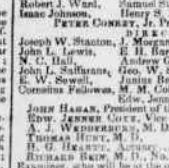
JOHN M. HILL, President....GEO. W. MARTIN, Sec'y.

☞ This long-established Company, with the most ample means for the protection of its Policies, continues to take RIVER, SEA and FIRE RISKS on most liberal terms at its Agency in New Orleans, at the office of

d11 ly CHAS. COPP, PERKINS & CO., 67 Magazine st.

Southern Mutual Life Insurance Company of Louisiana.

(FE INSURANCE EXCLUSIVELY.—Extra Cash Capital Stock Paid Up, $500,000 .... 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 assurance on their lives than any other.

It also brings the mutual principle within the means of every respectable such person assured becoming a member thereof, and enjoying a portion of its profits, being entirely exempt from any liability beyond the amount of premium secured.

Insurance Companies upon the mutual principle are generally successful, more especially those exclusively confined to Life, as they are based upon calculations warranted by 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 extra Guarantee Fund, which it is proper to set forth above and all intermediate landings, MONDAY, the 17th inst., at 5 o'clock P. M. For freight or passage, apply to

E. H. WINGATE, 38 Perdido st.

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 she will touch at all the usual landings, and on Wednesdays at Bay St. Louis and Pass Christian. Returning, will leave Mobile every Tuesday and Friday, touching at Pascagoula, Biloxi 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 Perdido street.

For Covington.

U. S. MAIL LINE, via Mandeville, Lake Pontchartrain and Abbeville—The new and substantial Lake steamer LENORA, built for the trade, T. W. Dunnick, master, will leave as follows:

SEASON FOR ORLEANS.		SEASON FOR COVINGTON.	
Monday	10 A. M.	Monday	5 o'clock P. M.
Wednesday	"	Tuesday	6½ " "
Friday	10 "	Thursday	6½ " "
Saturday	12 "	Saturday	2 " "

☞ A Letter Bag at the office of Wm. L. Cushing & Co., 50 Common street, closes at 9 o'clock A. M. on the days of departure. For further particulars, inquire of

WM. L. CUSHING & CO., 50 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.

Regular Red River Packet Steamer OSCEOLA—For Jefferson, Marshall, Port Caddo, Shreveport, Grand Ecore and Alexandria—The elegant and well known passenger packet steamer OSCEOLA, R. H. Martin, master, will positively leave on THURSDAY, the 13th instant, at 4 o'clock P. M. For freight or passage, apply on board or to

T. B. SMITH, 17 Poydras st.

Regular Red River Packet Steamer FASHION—For Madison, Lake Bosemen, Grand Ecore and Alexandria—The elegant and well known passenger packet steamer FASHION, G. W. Thomas, master, will positively leave for the above on THURSDAY, the 13th inst., at 10 o'clock A. M. For freight or passage, apply on board, or to

T. B. SMITH, 17 Poydras st.

Regular Yazoo and Yallabusha River packet steamer MONROE—For Grenada, Lafore, Greenwood, Marion, Yazoo City, and Yazoo River—The well known and well known passenger packet steamer MONROE, Samuel Gwartney, master, will positively leave for the above and all intermediate landings on THURSDAY, the 13th inst., at 5 o'clock P. M. For freight or passage, apply on board or to

T. B. SMITH, 17 Poydras st.

Regular Ouachita Packet Steamer STORM—For Camden, Champagnolle, Washington, Monroe, Columbia, and all landings on Ouachita—The elegant and well known passenger packet steamer STORM, Hopkins, master, will leave for the above and all intermediate landings on FRIDAY, the 14th inst., at 5 o'clock p. m. precisely. For freight or passage, or fine accommodations, apply on board, foot of Customhouse street, or to

T. B. SMITH, 17 Poydras st.

Regular Monday Vicksburg Weekly Packet—For Vicksburg—For Princeton, Lake Providence, Mellison's Landing, Bolivar, New Carthage, Grand Gulf, Rodney and Natchez. The well known passenger steamer MONTGOMERY, Capt. J. H. Estis, will positively leave the above and all intermediate landings, MONDAY, the 17th inst., at 5 o'clock p. m. For freight or passage, apply to

E. H. WINGATE, 38 Perdido st.

☞ The steamer Montgomery, Captain J. H. Estis, in future, will not take freight above Shipwreck 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., commanding, 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, on the Government Mole, on THURSDAY, the 13th inst., at 8 o'clock A. M., precisely.

☞ This Company has now four new and magnificent Steamships, the REPUBLIC, COLUMBUS, LYCURGUS and ARIELOPE, running semi-monthly on the Pacific and Atlantic, from Panama to San Francisco. The connection at Panama being now complete, it will be carefully kept up: therefore, passengers may rely upon no more delay than is absolutely necessary for the usual one to part.

☞ No experienced Surgeon accompanies each of the Company's steamships.

☞ Passengers for Havana must procure passports from the Spanish Consul.

RATES OF PASSAGE:

To Havana—In Saloon		$25 00
	Steerage	15 00
To New York	In Saloon	25 00
	Steerage	15 00
To Chagres—	Saloon	80 00
	Steerage	50 00
To San Francisco from Panama—		
In Saloon		300 00
Steerage		150 00

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

JAMES R. JENNINGS, Agent.

Southern Steamship Line.

FOR CHAGRES, DIRECT—The new and splendid steamship MISSISSIPPI, (Hallowes commander,) Wm. H. Talbot, commander, will leave as above on THURSDAY, the 20th inst., at 8 A. M.

This steamship is constructed on a new principle, having solid 6 or timbers, with diagonal iron braces running from her keelson to the top of her frames, bolted through every frame, and reaching all the intermediate timbers, and thus insuring that strength which has so long been desired in the construction of sea-going steamers.

RATES OF PASSAGE:

In Saloon	$80 00
In Steerage (separate mess)	40 00

☞ For passage tickets, or orders for freight, application must be made at the office of the agents, in Havana,

HARRIS & MORGAN, 25 Tchoupitoulas st.

☞ Passengers would do well to examine the cabin and steerage accommodations of this splendid steamship, (a propeller,) and well ventilated, as she is the finest in Southern waters at the season of the year.

FOR SAN FRANCISCO AND SALIHA CITY, Cuba, touching at Havana—The splendid and substantial new passenger steamship CINCINNATI, Capt. —, will leave as above on or about the 20th instant, for a passage of 14 days. The accommodations, for added state rooms throughout, affording a fine opportunity to those who wish to engage with their families. Only a few passengers will be received, and the cabin fitted up for them. Those wishing to make engagements will do well to apply at once to [jn24] O. WICKHAM, 25 Camp st.

FOR SAN FRANCISCO—California Regular Line—The A1 copper and fine steamship ALBION, Alfred Money, master, is now loading as above, and will have all possible despatch. This ship is of the first class, and well liked 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, CARR & Co., San Francisco. d26

DOMESTIC PORTS.

FOR NEW YORK—Tue fine and fast sailing schooner LEPRICE, Capt. Ford, has a part of her cargo ready for immediate dispatch. For freight or passage apply to [mh10] WM. J. DEWEY, 88 Gravier st.

CHARLESTON AND HAVANA—Packet Line—Regular Packet Sloop Mary, Charleston and Havana, via Savannah and Key West—The splendid steamship ISABEL, Capt. Red, will leave Havana for Charleston, touching at Key West, on the 15th of each month; leaving Charleston for Havana on the 1st and 15th.

RATES OF PASSAGE:

Havana to Charleston or Savannah.....$40
Havana to Key West.....30
For passage, apply to

M. C. MORRICAL, Charleston, or to
E. J. HART & CO., 79 Tchoupitoulas st., N. Orleans.

☞ Passengers coming Havana by this steamer reach Baltimore on the Fifth Day by taking the Land Route, and New York on the Sixth, or one day sooner than by any other Steamship to those ports. d8 2m

FOREIGN PORTS.

FOR LIVERPOOL—The A1 fast sailing New York packet ship EXCELSIOR, Crocker, master, having a large part of her cargo engaged, will have immediate dispatch. For freight, apply to

m31 JOHN H. ELLIOTT & CO. 40 Customhouse st.

FOR FREIGHT OR CHARTER—The A 1 Sicilian bark FRANCESCA, Vella, master, will be ready in a few days to receive cargo for any port in the Mediterranean. Apply to

BARELLI & CO. 61 Common st.

FOR FREIGHT OR CHARTER—The Sicilian brig CAROLINA, Corsa, master, will be ready to load in a few days, and will engage for any port in the Mediterranean. Apply to

BARELLI & CO. 61 Common st.

GOODRICH & CO. offer for sale at their Warehouses, 22 and 24 Commercial street, the following articles, at the lowest wholesale prices. Their stock of GROCERIES is large and worthy the attention of the trade.

100 boxes 8s, 12s and 24s Cavendish Tobacco;
200 half chests superior Y. H. and Imperial do;
400 half chests ordinary and good Black do;
25 cases curious Black Tea—superior;
25 do do Green do;
10 half chests English Breakfast Tea;
250 packages Lorenzo's Leaf Sugar;
50 do do New Orleans Crystal Sugar;
1100 do Scented Molasses;
100 boxes and drums Cutlets;
200 do Windsor Soap;
100 do Litchfield & Co.'s Adamantine Candles;
200 do Star Candles;
600 mats Cassia;
100 bags Pepper;
1 cask Dutch Genlon Mulder;
100 cases Fine Cognac;
114 cases Byas' Porter and Ale;
100 cases English Porter;
2000 kegs Wrigleyman's Soap;
200 packages Raymond Gerhard Brandy;
10 do Bisquit Trinche's do;
2 pipes Howard, March & Co. Madeira;
100 pkgs Port, Sherry and Burgundy Wine;
50 do Sweet Malaga Wine;
100 boxes superior Virginia Tobacco;

☞ Web a large stock of Pickles, Preserves, Champagne, etc. etc. fel

FIRE BRICKS—150,000 English, landing and in store; 100,000 Scotch and American, for sale by mh8 HAYMAN & HOLDEN, 98 Magazine st.

PLASTER—250 bbls. and tierces Ground Plaster, landing and in store, for sale by mh8 HAYMAN & HOLDEN, 98 Magazine st.

CEMENT—2000 bbls. Newark and Rosendale, Roman and other brands, for sale by mh8 HAYMAN & HOLDEN, 98 Magazine st.

STAR CANDLES—1000 boxes best Cincinnati brands, for sale by jn28 A. D. GRIEFF & CO. 38, 40 and 42 Old Levee.

FINE OLD IRISH WHISKY—Of fine flavor, in puncheons and fine gallon demijohns, for sale low by [nh10] JOHN TOOLE, 25 Bank Place.

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 the Council will on the 1st April next, at 10 A. M., 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 subject to be extravagant.

12 A bidder may offer, where the transportation called for in the advertisement is difficult or impracticable at certain seasons, to