DAILY CRESCENT.

THE LATE JOHN J. AUDUBON.—There is a page of biography of the late great Ornithologist in a recent number of the Philadelphia Bulletin. It illustrates the difficulties always experienced in climbing the steep heights of reputation:

"Audubon states that he was forty-five years old before he was aware of being more than an ordinary man. He then fell in, at Philadelphia, with Charles Bonaparte, who said to him—'Do you know, Mr. Audubon, that you are a very great man?' To which he replied that he did not, and asked what he meant? 'I consider you the greatest ornithologist in the world,' was the answer. Bonaparte then took him in his carriage to the Lyceum of Natural History, and formally introduced him in a most complimentary speech. He was subsequently proposed as a member of that body, and rejected. He asked Charles Bonaparte next day what it meant. He replied, 'Oh, you know too much for them—they are afraid of you, and want to break you down. You must take your drawings to Europe.' Following this advice, Audubon came received with the greatest kindness, and was entertained by the noble and learned with every attention. He was also made a member of the Royal Societies of London and Edinburg. He says, when he returned to America, the Philadelphia Society, which had formerly refused to admit him as a member, immediately forwarded him a diploma, with a highly complimentary letter. The difficulties he had to contend with were very great, and of various kinds; but, to use his own words, 'I made up my mind to meet them.' He told me that to publish his great works cost him one hundred and thirty thousand dollars, which he earned as he went along. In England he was constantly acquired to write short articles for the periodicals. Frequently, after painting all day, he would sit down at night and write a page or two, for which next day he would receive eight or ten guineas. I once asked him how he acquired his facility of composition. He said he supposed it came from keeping a regular journal, which he had done from the age of seventeen years, putting down all the occurrences of the day, with whatever observations he thought proper. It was thus he thought a man should educate himself. Look at facts and truths for yourself, he would say, meditate and reason thence."

A London journal states that during the year 1850, four thousand four hundred new publications were issued in London alone. Of these, about five hundred were works of fiction, at the rate of almost one and a half daily! Of the 4400 works, 250 were on law subjects; 2000 were books of travel. The "papal aggression" question contributed 180 publications in the month of January.

BUSINESS CARDS.

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

ANDREWS & CO., JOHN W., Commission Merchants and Shipping Agents, 93 Gravier st.

L. W. ARTHUR. JOHN THOMAS.
ARTHUR & CO., L. W., Commission, Produce and Grocery Merchants, 28 and 29 New Levee.

ARMSTRONG, JOHN, 247 Tchoupitoulas st., opposite St. Mary's Market, is prepared to manufacture Steam Boilers, of every description, at as cheap rates as they can be delivered here from any part of the country. jul13 ly

R. ARMSTRONG. GEO. C. SAWYSON. ARNOLD HARRIS.
ARMSTRONG, LAWRASON & CO., Gen. Agents, Commission and Forwarding Merchants, and agents for the Ocean Mail Steamship Company from New Orleans to New York and Charges; also, Pacific Mail Steamship Company from Panama to California and Oregon. No. 10 Magazine street. ap9 ly

BENSON, J., House, Sign and Ornamental Painter, Painter of Woods and Marbles, 132 Camp street, opposite Lafayette Square. jy12 ly

COLLINS, C., Builder, No. 131 Poydras street, between Carondelet and St. Charles, New Orleans. Cisterns made, Dwelling-houses fitted up, and Jobbing in general. Also—Sash, Doors, Blinds, etc., with Mouldings, Pilasters and others can be supplied. 6f12 ly

DIBOLL, WM. O., Contractor and Builder, No. 137 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 guaranteed for one year. Sash, Doors and Blinds made and constantly on hand. Lattice-work and Packing-Boxes of all kinds made to order. Step Ladders of all sizes constantly on hand. jy21 ly

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

DEWEY, WM. J., Commission Merchant and Shipping Agent, 89 Gravier st. d14 ly

ELLIS & CO., R. M., Commission Merchants, 49 Gravier street.

JOHN H. ELLIOT. ALFRED D. ADAMS.
ELLIOT CO., JOHN H., Commission Merchants, No. 8 Customhouse street.

FARRINGTON, C. W., Family Grocer, No. 108 Customs street. jul3 3m

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

A. H. GRIFFY. J. A. RINGLAND. W. M. GREENWOOD.
GRIFFY & CO., A. H., Wholesale Grocers and Commission Merchants; dealers in Goshen and Western Butter and Cheese, and agents for Taylor's Albany Ale, Porter and Newark Cider, No. 26 and 42 Old Levee, and No. 10 Front Levee, New Orleans. a13

E. J. HART. L. M. HARKS. S. S. HART.
HART & CO., E. J., 79 Tchoupitoulas street, Wholesale Dealers in Groceries, Drugs, Chemicals, Paces, etc.

HOWARD, T. H., Attorney at Law, 11 Camp street. feb2

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

JONES, SAMUEL, Jr., (late TALBOT, JONES & Co., Baltimore,) Grocer and Forwarding Merchant, 86 Poydras street, New Orleans. oct 1y

KENNEY & CO., FERDINAND, No. 93 Magazine street, Agents of the St. Louis Shot Towers, have constantly on hand a complete assortment of DROP and BUCK SHOT, and BAR LEAD, from the St. Louis Shot Towers. d11 ly

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. ja30 3m

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

W. R. MARCH. W. H. BELL.
MARCH & BELL, Auctioneers and Commission Merchants, No. 20 Banks Arcade. Sheet Depot, No. 135 Magazine street, New Orleans. jul1 ly

NUGENT & CO., RICHARD, Cotton Factors and Commission Merchants, 31 Union Row, Carondelet street. ja18 ly

POOLE, WM. L., Notary Public, successor to Joseph B. Marks, office No. 52 Natchez street, opposite Banks Arcade, New Orleans.

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

PURVIS, WOOD & CO., Commission Merchants, 59 Gravier street. ol 6m d&w W

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

RICE, GEO. K. (late of Nashville, Tenn.) Wholesale Grocer, 36 Gravier street. ol5

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

W. H. FORTER.
RACE & FORTER, Attorneys and Counsellors at Law—Office 14 Exchange Place. mh23 ly

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. of 11 ly

ROMAYOSA, J., (Successor to COSTA & CO.) Importer of Havana Segars, always constantly on hand a large assortment of Cigars, consisting of Imperiales, Regalias, Octavos, Cazadores, Panetelas, Havas, Small Regalias, Half-Regalias, Tabiques, etc. etc. from the most celebrated Vegas of Havana. 5 Front Levee, or corner of St. Charles and Gravier streets. m29 ly

STINSON, J., Carpenter and Builder, 294 Magazine street, (in Stille & 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. mhal6 ly

WM. H. SEYMOUR. S. O. SEYMOUR.
SEYMOUR & BRO. (formerly AULT & SEYMOUR,) Wholesale and Retail Grocers, 242 and 244 Tchoupitoulas street. of9

SORIA, JACOB, NOTARY PUBLIC, Commissioner for the State of Missouri. HORACE KEATING, Assistant. Office 94 Gravier street. n19 6mos

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

STARK, THEO. O., Notary Public, 88 Gravier street and 19 Banks Arcade Passage.

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

TERRIO, J. NARCISSE, Parish Auctioneer, General Agent and Collector—Office 61 Chatmitoulas street, Donaldsonville, La. s5

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

TYLER, E. A., 56 Camp street, Fine Watches, Clocks, Musical Boxes, Watch Chains, Seals and Keys, rich Jewelry of all kinds, Silver and Silver plated Ware, Spectacles, 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. mh9

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

WEBB, JOHN H., Original Vinegar Establishment, corner of Commons and Magnolia street, opposite Charity Hospital. ol 1y

WOOD & CO., F. W., Ship Chandlers, Grocers and Provision Dealers, opposite Fort St. Joseph Municipality, and No. 5 Red Stores, Third Municipality.

WOLFF, SAMUEL, Importer of Wines, Brandies, etc., and General Commission Merchant, No. 36 Camp street. n12

WOOD, WM. WALLACE W., Counsellor at Law, Commercial and Marine Notary Public—Office removed to 74 Gravier street. mh25 ly

CISTERNS AND PACKING BOXES made to order, and Jobbing done by
d6 ly ap JOHN O. HUMAN, 229 Camp st., near Julia.

AMONTILLADO SHERRY—A very choice lot, with the favorite brands, in exchange of Liquor Cases for sale by JOHN TOOLE, 25 Bank Place.

PROPOSALS for CARRYING the MAIL.

Extract from the Act of Congress of 24 March, 1848.

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

☞ Bidders will be careful to read the forms and instructions appended to this advertisement. They are required 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 each 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, 1854, inclusive, to contract, will be received at the contract office at the Post Office Department, in the city of Washington, until 9 A. M. of the 1st of April, 1851, (to be decided by the 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 Durham's and Gen. Williamson's; To Shreveport by 11 A. M. next day, 45 miles; And back between 1 P. M. Friday and 4 P. M. next day.

6170 From Minden (Manny?) at 8 A. M. once a week, Thursday; By P. H. Monsonery's; To P. H. Dilion'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 Leasancey and the Woods; To Ballew's Ferry by 3 P. M., Wednesday, 30 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 8 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 15 hours.

6174 From Natchitoches at 2 P. M. once a week, Wednesday; By Grand Ecore, Mile Ma Ecore, 70 miles; And back between 8 A. M. Monday and 12 M. Wednesday.

Bidders will name the intermediate points which they intend supplying.

6184 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 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 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 8 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 Chendon and the Robinson; To Forkville (Yorkville?) in Ouachita Parish, by 5 P. M., 35 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.

6175 From New Iberia at 7 A. M. once a week, Thursday; By La Blanche; To Ferry'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 Bryant's; To Gates Declouet's by 5 P. M. next day, 44 miles; And back between 12 M. Thursday and 12 M. next day.

6177 From New Orleans at 1 A. M. once a week, Friday; By Fritze and Wikerson's; To Francis Moreau's by 5 P. M. next day, 60 miles; And back between 7 A. M. Thursday and 12 M. next day.

6178 From Perry's Bridge at 8 A. M. once a week, Thursday; To Cone's Mill by 7 P. M., 40 miles; And back between 8 A. M. and 7 P. M. Friday.

6179 From Pointe Coupee at 7 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 Stoddarville; To Naconiches by 5 P. M. Wednesday, 100 miles; And back between 7 A. M. Tuesday and 1 P. M. Sunday.

6181 From Vienna at 1 P. M. once a week, Thursday; By Calloway's and Corner Bluff, (Union Parish,) crossing the Ba Ba Bayou at Palphon's Spring; To Idlemoto, (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 mails on the route from 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 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] guarantees that [here insert the name or bidder or names of bidders, as the case may be,] if his (or their) bid for carrying the mail from to 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 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 other time is specified; but on railroad and steamboat routes there is to be no more delay than is absolutely necessary.

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, locks, keys, and supplies of the Department, to be furnished at their expiration, 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 render such employment advantageous to the Department; and, in that case, a separate apartment, for the exclusive use of the Department and agent, for the assorting and safekeeping of the mails, 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 if 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 will be a penalty for one failure; or behind time so as to lose 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. These forfeitures may be increased into penalties of a higher amount, proportionate 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; for suffering the mail to be wet, injured, lost, or destroyed; for delaying it in place or manner that exposes it to depredation, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamboat, when the contractor regularly runs on the route beyond the specified number at times in the contract, and for not arriving at the time set; and for setting up or running an express to remain commercial, without notice 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 contractor when required; for so running the express contrary without the consent of the Postmaster General, or for setting up or running an express as aforesaid.

8. The Postmaster General may alter the time fixed by the schedule, be allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required, or for the increased speed, or 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 lower grade of service on the route, be 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 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 combination shall exist among contractors, 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 received any compensation, or promise of any consideration to do, or not to do, say thing whatever to induce any other person not to bid for a mail contract. Particular attention is called to the act of the 1st of March, of 1845, prohibiting combinations 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 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, week or months. He may propose to omit an office that is unnecessible, or is not on the stage road, the railway, or 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 asked, nor a less speed, nor the omission of other public accommodation is requested. He may ask for more running time to the trip, during a specified number of days, at certain seasons of the year, if his (or their) bid proposes no other changes, a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid not asking 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 unsealed, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State or Territory of " written on the face of the letter; and should be dispatched in time to be received by or before the 1st April next, at 10 o'clock A. M. It should be guaranteed, and the sufficiency of the guarantors be duly certified. (See form.)

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 miles 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 a horseless supply of the mail, to enable the Postmaster General to direct the proper supply to be sent 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, and the proper 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 celerity, certainty, 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, "mail bids." It has been decided, after mature consideration, that a bid proposing a specific mode of conveyance or a high grade as two horse coach transportation is to be considered as the true bid. The experience of the Department satisfies it so far 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 reason 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 declined to be agents, and not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bondsmen, guarantors and sureties are distinctly notified that, each, 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 coining to will be substantially in the forms heretofore used in the 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. fed tc 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.

d11 ly 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.....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 assured and much greater inducements to those desirous of effecting an insurance on their lives than any other.

Persons residing in the country can insure by addressing a letter to the President, or any agent of the Company, and upon such person assuming 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 organized upon this mutual principle are generally successful, more especially those exclusively confined to Life Insurance, because the business is managed current by long experience and close economy; but the stability and success of this Company is placed beyond a contingency, by the additional security afforded by the Company for an undivided Guarantee Fund of $50,000, not to be used or touched, as contributions 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.

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Mark Walton,	William C. Tompkins,	
James Robinson,	George Wood,	
Warrick Martin,	Thomas L. Duncan,	
William H. Garland,	John Cushman,	
Severe C. Lawrence,	John M. Bach,	
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JOSHUA BALDWIN, President.

HARMON DUANE, Secretary.

Medical Examiners—RICHARD REIN, M. D.; HOWARD SMITH, M. D.....Hours daily, from 10 A. M. to 3 P. M.

E. L. GOODS, Actuary. 1y17

New Orleans Agency

OF THE

MUTUAL PROTECTION LIFE INSURANCE CO. of Nashville, Tennessee.

THIS Company will insure in the Mutual Principle, A House, Merchandise, etc. against LOSS or DAMAGE by FIRE, and will insure the life of every description against THE PERILS OF THE SEA, SICKNESS and KILL. All persons having their property insured in this Institution are entitled to a full participation in the profits, without any liability to pay a cent.

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A. O. Nicholson,	W. Dickerson,	
M. B. Fletcher,	Vice President.	

C. J. F. WEARTON, Secretary.

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Thomas R. Price, R. H. Fraser,
Geo. W. Weiss, C. Comer.

feb22 ly WM. A. JOHNSON, Agent, 34 Camp st.

MUTUAL BENEFIT LIFE AND FIRE INSURANCE COMPANY OF LOUISIANA.

(INCORPORATED IN APRIL 1845,) 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 exclusively Life Insurance Only

This Company being organized, solely for the protection of the policy holders and their families, it is its constant and most earnest endeavor, so to conduct its business, as to secure to them the most complete equitable security, and most accommodating, liberal and advantageous terms, consistently with safety. Its rates are somewhat less than those of other companies, and its policies are more liberal.

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, by her own money, free from the control of her husband, free from claims of creditors.

TRUSTEES.

John Hagan,	Joseph Walker,	John C. Allison,
Peter Conroy, Jr.,	Thos. Fairchild,	Jas. Robertson,
Robert J. Ward,	Samuel Stewart,	Edward Simmons,
Isaac Johnson,	Henry S. Hopkins.	

PETER CONROY, Jr. President Board of Trustees.

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Joseph W. Stanton,	J. Morgan Hall	A. Van Bibber,
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A. C. Hall,	Thos. Fairchild,	Thos. Robertson,
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JOHN HAGAN, President of the Company.

EDW. JONES CASS, Cashier.

A. J. WADSWORTH, M. D.) Medical Board of

THOMAS HUNT, M. D. } Consultation.

H. G. LEE, M. D.

RICHARD REIN, M. D., No. 21 Magazine street, Medical Examiner, who will be at the office daily from 4 to 5 P. M.

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

☞ This Company is prepared to entertain applications for insurance on the lives of Slaves, Free Persons of Color, White persons and Negroes, at the Table of Rates established by the Board, which are less than the rates charged by the New York and London offices, and without the objections to residence in the South. By the charter, Dividends of Profits are declared annually, and the profits draw interest, which can be applied to the payment of premiums, at the option of their owners, when the parts has paid his premium in full.

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

☞ Liberal Executive Travelling Privileges.

☞ 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 a meeting of said body, 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 in its general direction and course, from the side of the Annunciation Market place, through to Tchoupitoulas street, in a straight line, and on a width of forty-seven feet Bloom and a half inches, from the intersection of the southern line of said street, under the act of April 26, 1841, regulating the opening of streets, etc., within the city of New Orleans, and of the act secondatory thereof, approved 31 May, 1847.

mh4 A. D. CROSSMAN, Mayor.

Mairie de la Nouvelle-Orleans,

LE 1 MARS, 1851.

CONFORMEMENT à une résolution passée par le Conseil de la Municipalité No. Deux à sa séance du 25 Février, 1851, avis est par le présent donné que dans un délai de dix jours à compter de la première publication de cet avis, le Conseil de la Zone Municipale susdite a l'intention de procéder à l'ouverture de la rue Annunciation, en ligne droite, sur une largeur de 47 pieds 11½ pouces depuis le côté du Marché Annunciation à travers la rue Tchoupitoulas en ligne droite sur la largeur de 47 pieds 11½ pouces depuis le côté du Marché Annunciation à travers la rue Tchoupitoulas en ligne droite sur la largeur de 47 pieds 11½ pouces depuis le côté du Marché Annunciation à travers la rue Tchoupitoulas en ligne droite sur la largeur de 47 pieds 11½ pouces depuis le côté du Marché Annunciation à travers la rue Tchoupitoulas en ligne droite sur la largeur de 47 pieds 11½ pouces Pacte du 3 avril, 1833, regissant le mesurement des rues, etc., à la Nouvelle-Orléans, et de l'autre amendant le susdit, approuvé le 3 mai, 1845.

mh10 A. D. CROSSMAN, Maire.

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 the Municipality, to sell at public auction the contracts for building a Brick Engine house, Stable, Hose house, Trough, etc., for Ind. Fire Engine Company No. 13, on a lot of ground on Tchoupitoulas street, between Race and Orange streets, owned by the Municipality; and on Magnolia street, Stable, Hose house, Trough, etc., for Washington Fire Engine Company No. 25, 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, which to be done without delay, in a good and substantial manner, to the satisfaction of the Surveyor and Fire Committee. The contract for each building, to be let to the lowest bidder, the contractor to give security in twice the amount of the contract for the faithful performance of the work.

Passed February 18, 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, 6th inst., at 12 o'clock M., to the lowest bidder, the contracts for building the Engine-house details of the above resolution. The sale to be in accordance with the plans and specifications on file in the Surveyor's office. [mh6] A. D. CROSSMAN, Mayor.

JOHN V. CHILDS
ENGRAVER & PRINTER
9
CAMP STREET

BRANDIES, ETC.—

2 half pipes "Otard, Dupuy & Co." Old;	
2 half pipes "Jacob Hennessy" Pale;	
25 boxes Bordeaux Claret;	
50 boxes Sotsch Ale;	
25 barrels Cognac Cider;	
50 barrels Old Rye Whisky;	
10 quarter casks Pale Sherry Wine;	
20 do do Malaga do.	

In store and for sale by
fd24 LABUZAN & CO. 25 Common st.

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

d21 JOHN R. BURTON & CO. 49 Customhouse st.

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

d11 yr FERD. KENNETT & CO. 92 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 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 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—This fine steamer, built expressly for the Lake trade, with four accommodations, will leave the Canal every TUESDAY and FRIDAY EVENING, at 5 o'clock, and the Pontchartrain Railroad on the arrival of Shell's 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 at Bloom, Mississippi City, Bay St. Louis and St. Louis. Freight received at the Canal Warehouse at all hours of the day. The fast barge leaves the Warehouse on days of departure at 12 o'clock.

E. H. WINGATE, 28 Poydras street.

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 Pontchartrain Railroad at 6 o'clock. 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, touching at Pascagoula, Christian and Pass Bay St. Louis. Freight received at the Canal Warehouse at all hours of the day. The fast barge leaves the Warehouse on the day