DAILY CRESCENT.

From the Southern Methodist Pulpit.

Enoch.

"AND HE WAS NOT, FOR GOD TOOK HIM."

Or, as the apostle explains it, "he was not found, because God had translated him." Perhaps his enemies sought him that they might wreak on him the vengeance which his holy life and faithful warnings had awakened. Perhaps his friends sought him, as the sons of prophets afterwards sought Elijah upon the mountains of Israel, from the love they bore him, and for the sake of his godly counsel. But "he was not found." He had passed beyond the reach of both parties. The chariot had gone over the everlasting hill!

This was not the end of Enoch's being—only the end of his earthly sojourn. He still lived, but he lived in heaven. The world had used him ill, and God took him away. His life had been a perpetual warfare, and God removed him to a scene of eternal tranquility. He had conquered all his spiritual adversaries, and God rewarded him with a victor's triumph. He was too pure for the the society of sinful men, and God transferred him to the companionship of sinless angels. He had "walked with God three hundred years," and now he goes to dwell with God forever!

As he had not lived like others, he did not die like others. His singular piety warranted a triumphant exit. His illustrious example on earth procured him a glorious passage to heaven. Exempted from the general sentence of morality, he was taken bodily into the immediate presence of the Lord.

But "flesh and blood cannot inherit the kingdom of God, neither doth corruption inherit incorruption." The patriarch's physical system must have experienced a wonderous change, to qualify it for its new residence and existence. The natural body became a spiritual, the mortal an immortal; like that of the risen Saviour, like those of his saints to rise. "In a moment, in the twinkle of an eye," as "at the last trump," "this corruptible put on incorruption;" and suddenly, without a pang, the favorite of heaven quit the vale of tears, and sealed the mount of God. And what conception can reach his happiness, when leaving the earth, the sun and Sirius and Arcturus, and Aldebaran, beneath him, and transcending immeasurable altitudes of sidereal splendor beyond, he first hailed the towers and turrets of the everlasting city, refulgent with "the glory of God and the Lamb!" And what comparison can approximate his triumph, when, flashing through gates of pearl, over pavement of crystal, his fiery steeds and flaming wheels stood still within the walls of jasper, amidst palaces of porphyry and amber, "garnished with all manner of precious stones"—the topaz, the beryl, the onyx, the emerald, the golden chrysolite, the ebon chalcedony, the crimson sardius, the purple amethyst, and the cerulean sapphire; and Adam and Abel, escorting by a battalion of angels, with trump, and lute, and palm, and crown, came chanting his welcome to the thrones and the companionship of the blessed!

What God has made known to us through his inspired servants, he revealed to holy men of old by significant acts of his providence. The rapture of Enoch into Paradise, was an expression of his love to his people, and a demonstration of human immortality, at once encouraging the hope of piety and rebuking the blasphemy of unbelief. The primitive saints needed some such consolation. Divine justice had begun to pour out the vials of wrath upon the guilty race. The earth had drunk the blood of Abel. The worms had feasted on the flesh of Adam. The assurance of grace and intimation of glory contained in the original promise, could have only been but imperfectly understood. Faith in the future Redeemer may, in many cases, have rendered the soul superior to the fear of death; but even in the best, the hope of final triumph over the all-victorious tomb must have been exceedingly vague and unsatisfactory. They saw the body returning to its dust, the physical organism dissolving in the sepulchre, one-half of man perishing, apparently, beyond all hope of restoration; and if the dread phenomenon did not overwhelm them with utter dismay and despair, how often must they have groaned out the agonizing inquiry, "If a man die, shall he live again?" But now Jehovah answers, and unveils eternity to faith. The translation of Enoch is the earnest of that great achievement by which Immanuel shall finally "destroy the face of the covering cast over all people, and swallow up death in victory; proclaiming that this is but the initiatory world, the primary department of a school in which the sons of God graduate from grace to glory, and thence advance from glory to glory, in everlasting progression.

God's revelations are "as the shining light, that shineth more and more unto the perfect day." It is interesting to trace the gradual development of life and immortality, in the several successive communications of Heaven to earth; commencing, as the morning dawn, before the flood; increasing, as the rising sun, under the legal economy; and consummated in meridian splendor by the Christian revelation. And each of these three great epochs of the Church has furnished a remarkable fact in confirmation of the doctrine. Fifty-seven years after Adam had sunk into the earth, Enoch ascends to the bosom of God. Two thousand one hundred and twenty-one years later, celestial ministers, in flaming fire—"not of anger, but of love—conduct Elijah to glory without visiting the grave. Nine hundred and twenty five years after this, the captain of our salvation, who slept, but saw no corruption, goes up in his renovated humanity, accompanied by many of the saints who for centuries had tenanted the tomb. Thus, the immortality of man is revealed to faith, and demonstrated to sense, in the patriarchal, the Mosaic, and Christian dispensations. Brethren, the evidence is ours. We know that we are born for a higher destiny than earth reveals; that the damps of the tomb cannot extinguish the fires of the soul; that, at the challenge of the archangel's trump, death shall yield up his countless captives, and the believer's vile body shall be fashioned like unto Christ's glorious body, and mortallity shall be swallowed up of like.

Rev. Joseph Cross, A. M.

VIRTUE'S VICTIMS.—We think it is Rochefoucauld who says: "Some people are disgusting with great merit; others, with great faults, are very pleasing." One sees this so constantly in society that it looks almost like a folly to put it upon paper; it is so constantly thrust in your face that you fancy all the world must know it. But all the world does not know it, or it would no longer be true. There would be a change at once. Merit would borrow the gracefulness of folly, and vice, losing its mask, appear in its native deformity. Moralists perpetually preach virtue to the world, in words, as the loveliest things, and make it, in their actions, the most disagreeable; and those meritorious folks who are forever railing at fashion as frivolous, and society as careless of every thing good, are the ones who help to make them so by stripping the angel virtue of her wings, and turning her into a censorious lady of an uncertain age, with a moral tract in one hand, and a list of her neighbor's faults in the other.

AN EVIDENCE OF ILL-BREEDING.—There is no greater breach of good manners—or, rather, no better evidence of ill-breeding—than that of interrupting another in conversation, while speaking—or commencing a remark before another has fully closed. No well-bred person ever does it, or continues a conversation long with one who does. The latter often finds an interesting conversation abruptly waived, closed or declined, by the former, without even suspecting the cause. It is a criterion which never fails to show the breeding of the individual. A well-bred person will not interrupt one who is in all respects his inferior. If you wish to judge the good breeding of a person with whom you are but slightly acquainted, mark such a person strictly in this respect, and you will assuredly not be deceived. However intelligent, fluent, easy, or even graceful, a person may appear for a short time, if you find such individual guilty of this practice, you will find him or her soon prove uninteresting, insipid and coarse. It is one of the surest and most infallible tests ever applied for any purpose whatever. It is often amusing to see persons priding themselves on the gentility of their manners, and putting forth no little effort to appear to advantage in many other respects, so readily betray all in this particular.

SHIPPING.

FOR CALIFORNIA.

FOR CHAGRES, DIRECT—The well known and favorite steamship **ALABAMA**, R. W. Foster, commander, will leave the wharf foot of Girod street, for Chagres, direct, on TUESDAY, May 6, at 8 o'clock A. M., punctually.

RATES OF PASSAGE:

In Saloon	$75 00
In Lower Cabin	65 00
In Steerage, with berth and separate mess	45 00

☞ Freight 40 cents per cubic foot.

All tickets for passage and orders for freight must be procured at the office of the Agents.

apl1 C. J. MEEKER & CO. 66 Poydras st.

DOMESTIC PORTS.

FOR NEW YORK—Merchants' Line—To sail with despatch—The new and fast sailing regular packet ship **HENDRICK HUDSON**, Gideon Parker, master, will sail as above. For freight of the bulk of 800 bales cotton, or passage, having unsurpassed state-room accommodations, and a large airy house forward for the accommodation of steerage passengers, apply on board, at Post 4, Second Municipality, or on

apl7 G. C. BOGERT & CO. 49 Camp street.

FOR NEW YORK—Stanton's Line of Packets. The fast sailing regular packet ship **CHARLES Hillman**, master, having the principal part of her cargo engaged and going on board, will have immediate dispatch for the above port. For balance of freight, or passage, having superior state-rooms accommodations, apply on board, foot of St. Joseph street, or to

J. W. STANTON & CO.
corner Magazine and Lafayette streets.

☞ The above ship has a large, airy and commodious house on deck, for the special accommodation of steerage passengers.

CHARLESTON AND HAVANA Packet—*United States Mail Line between Charleston and Hamana, via Sonagoal and Key West*—The splendid schooner **ISABELLA**, Capt. Bolton, 1100 tons burthen, has resumed her regular trips from CHARLESTON (S. C.) to HAVANA, leaving Havana on the 1st and 15th of every 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 further particulars, apply to

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

Agents at Havana, DRAKE BROS & CO.

☞ Passengers leaving Havana by the ship can reach Baltimore on the *Fifth Day* by taking the Land Route, and New York and Philadelphia in the same time by taking the Steamship to those ports. 66 law

FOR FREIGHT OR CHARTER—The Sicilian bark **GANDOLFO**, Chiotis, master, will take freight for any port north of Hatteras, discharge in a few days. For freight or charter, apply to

ap10 BARELLI & CO. 61 Common st.

R. R. R.

RADWAY'S READY RELIEF

is acknowledged by the true men of America to be the quickest and most effectual remedy for the cure of pain and the removal of its cause, in the World.

PAIN

IS the warning given of the presence of disease, and the prostration of the nervous system. To stop pain instantly is our first great dominion—to strengthen the nerves, and to give vitality and a healthy action to the nervous energy, so as to enable the system to ward off the attacks of disease. This we accomplish by

Radway's Ready Relief,

which is prepared expressly for the instant relief of pain, and to strengthen, invigorate, and to regulate the action of the nerves, muscles, secretions, and every organ in the system. Since Radway's Ready Relief has become a popular remedy, it is now prescribed by physicians in every place as the best and quickest cure for all

Neuralgia, Tic Douloureux, Sick and Nervous Headache,

who have used weak and ineffectual remedies in vain, testify that one or two applications of RADWAY'S READY RELIEF externally, and 30 drops at a dose internally, have completely cured them. It has stopped the most excruciating pangs of pain of

Rheumatism

in fifteen minutes, and cured the disease entirely in twenty-four hours. It has cured some during its application. It will always stop the pain in five or ten minutes.

Neuralgia.

Every case of neuralgia, where it has been properly used, it has stopped the pain in a few minutes. Its continued use will strengthen the nerves and rid the system entirely from disease.

Paralysis

Or nervous prostration, a relaxation of the muscles—in 99 cases out of 100 it will restore the use of the limb in a few hours. It strengthens, warms, and invigorates every muscle, nerve and sinew in the system.

Pains in the Bones.

All pains and all aches feel its wonderful soothing and strengthening influence; it instantly arrests the most severe pains.

Jumping Tooth-ache.

It will stop the most tantalizing tooth ache in a few seconds. This, thousands of our citizens can attest. Nervous pains of all kinds are arrested in a few moments by Radway's Ready Relief.

Sick Headache.

In cases out of 1000 it will free from pain in 15 minutes, and by continued use according to directions will positively cure.

☞ Price—**50** and **25** cents.

RADWAY'S MEDICATED SOAP.

As a beautifier of the Skin.

It surpasses every thing of the kind in the world, it removes Redness, Pimples, Blotches, Pustules, Tetter, Rash, Tetter, Salt Rheum, Ring Worm, Sore Heads, Sores, Ulcers, or Eruptions. It imparts health to the skin and beauty to the complexion. Ask Nursery and Toilet Soap, it is beyond the reach of rivalry, and for Shaving purposes it is the best in use. One cake of Radway's Soap will last longer than three cakes of the same size of any other Soap in use, therefore it is the cheapest and best soap in the world. ☞ Price 25 cents, large cakes in engraved wrappers, and the signature of R. G. Radway upon each wrapper.

THE CROWNING ORNAMENT OF BEAUTY

is a beautiful head of Luxuriant Hair.

Radway's Circassian Balm.

The lady or gentleman who desires a beautiful article to dress their Hair, are advised to make use of Radway's Circassian Balm; it possesses many advantages over all other hair wraps and preparations. First, it cleanses the scalp from dandruff, gives tone and vigor to the roots and bulbs, invigorates to healthy action the germ of life, which gives to the hair a healthy neat, and forces the hair to grow; it cures Baldness, stops the hair from falling out, makes it fine, strong, soft and glossy, keeps it from turning gray, or becoming discolored. It is truly a luxury to dress the hair with this delicious preparation.

☞ Sold by J. WRIGHT & CO.
151 Chartres st.
ap10 eod&W 1y G. N. MORRISON.
12 Magazine st.

CISTERNS AND PACKING BOXES made to order, and Jobbing done by
28 1y ON B. BEHAN, 225 Camp st. near Julia.

JUJUBE PASTE—A further supply of the above article, Lemon and Rose flavored, just received, for sale by F. L. MASSEY,
mhl1 corner Camp and Gravier streets.

FLOUR—194 bbls. Ohio superfine, landing ex steamer Gen. Scott, for sale by
and A. D. GRIEFF & CO. 38, 40 and 42 Old Levee.

LIME—Cargoes of brigs Flora and Pulaski, 2000 bbls. fresh Thomaston lime, now landing, for sale by [ap27] HAYMAN & HOLDEN, 90 Magazine st.

STEAMBOATS.

Coast and Lafourche—*Twice a Week.*—The steamer **DR. BATRY**, Capt. W. C. Wilson, leaves as above every MONDAY, at 8 o'clock, P. M., and every FRIDAY, at 9 A. M. Returning, leaves Thibodaux every WEDNESDAY and SATURDAY, passing down the Coast Wednesday night and Sunday morning. For freight or passage, apply on board or to CAMMACK & SQUIRES,
ap7 83 Gravier street.

For Mobile—*Daily U. S. Mail Line.*—The powerful low pressure packet steamers **OREGON**, Capt. R. A. Horn, **CALIFORNIA**, Capt. C. L. Reynolds, and steamer **FLORIDA**, Capt. W. T. Gibson, (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, 19 Bank Place.
ja28

For Mobile—Canal Line steamer **ST. CHARLES**, Wm. C. Sutton, master—This fine steamer, built expressly for the Lake trade, with fine accommodations, will leave the Canal every TUESDAY and FRIDAY EVENING, at 5 o'clock, and the Pontchartrain Railroad on the arrival of the 6 o'clock cars. On Tuesdays will stop at Bay St. Louis and Pass Christian and Pascagoula. On Fridays at Bay Louis and Pass Christian. Returning, leave Mobile every Monday and Thursday, stopping at Biloxi, Mississippi City, Pass Christian and Bay St. Louis. Freight received at the Canal Warehouse at all hours of the day. The last barge leaves the Warehouse on days of departure at 12 o'clock, M.
jl2 R. GEDDES, Agent, 19 Bank Place.

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 on the arrival of the 6 o'clock cars. On Saturdays will touch at all the Coast landings, and on Wednesdays at Bay St. Louis and Pass Christian. Returning, will leave Mobile every Tuesday and Friday, stopping at Pascagoula, Christian and Pass Bay St. Louis. Freight received at the Canal Warehouse at all hours of the day. The last barge leaves the Warehouse on the days of departure at 12 o'clock, M.
ja17 R. GEDDES, Agent, 19 Bank Place.

Friday Evening Packet—For Montgomery and Wetumpka—The fine and fast running steamer **FARMER**, William F. James, master, will leave for Montgomery the balance of the season as a passenger boat, leaving Mobile every FRIDAY EVENING, at 5 o'clock, and arriving at Montgomery every TUESDAY MORNING in time for the cars.

☞ Passengers taking her may rely on being put through in mail time. ap17 3m

Regular Red River Packet Steamer SHAMROCK—For Shreveport, Grand Ecore, Natchitoches, Cane and Little Rivers—The superior and swift running packet steamer SHAMROCK, E. W. Lint, master, will positively leave for the above and all intermediate landings on MONDAY, 21st instant, at 5 o'clock P. M. For freight or passage, apply on board, foot of Customhouse street, or to
T. B. SMITH, 17 Poydras st.
apl1

Regular Red River Packet Steamer ROCKAWAY—For Natchitoches, Grand Ecore and Alexandria—The new, magnificent and swift running passenger packet steamer ROCKAWAY, J. J. R. Davis, master, will positively leave for the above and all intermediate landings on MONDAY, the 21st instant, at 5 o'clock P. M. For freight or passage, apply on board, or to
T. B. SMITH, 17 Poydras st.
apl7

Regular Red River Packet Steamer ST. CHARLES—For Shreveport, Natchitoches and Alexandria—The new, magnificent and swift running passenger packet steamer ST. CHARLES, Samuel Applegate, master, will leave for the above and all the intermediate landings on MONDAY, the 21st instant, at 5 o'clock P. M. For freight or passage, apply on board, foot of Customhouse street, or to
T. B. SMITH, 17 Poydras street.

☞ The steamer St. Charles will take freight for Cane and Little Rivers. apl1

Regular St. Louis Packet Steamer NEW LATONA—For St. Louis, Cairo and Memphis—The new, magnificent and swift running passenger packet steamer NEW LATONA, Capt. J. Smoker, will positively leave for the above and all intermediate landings on MONDAY, the 21st inst., at 5 o'clock P. M. For freight or passage, apply on board, or to
T. B. SMITH, 17 Poydras st.
ap19

Regular Monday Vicksburg Weekly Packet **MONTGOMERY**—For Princeton, Lake Providence, Milliken's Bend, Vicksburg, New Carthage, Grand Gulf, Rodney and Natchez. The splendid and swift running passenger steamer MONTGOMERY, Capt. J. H. Reis, will positively leave for the above and all intermediate landings, MONDAY, the 21st inst., at 5 o'clock P. M. For freight or passage, apply to
T. B. SMITH, 17 Poydras st.
apl7

☞ The steamer Montezuma, Captain J. H. Reis, in future, will not take freight above Skipwith's Landing.

Regular Louisville Passenger Packet steamer **BELLE LEE**—For Louisville, Evansville, Paducah and Memphis.—The magnificent and swift-running passenger packet steamer BELLE LEE, Capt. A. P. Eagle, will arrive on city almost MONDAY, 21st inst., and leave for the above and all intermediate ports with quick dispatch. For freight or passage, having unsurpassed accommodations, apply to
T. B. SMITH, 17 Poydras street.

☞ A plan of her cabin may be seen and state-rooms secured upon application to the master.

Regular St. Louis Packet Steamer BUNKER HILL No. 3—For St. Louis, Cairo and Memphis—The elegant and swift running passenger packet steamer BUNKER HILL No. 3, S. F. Miller, master, will positively leave for the above and all intermediate ports on TUESDAY, 23d inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Gravier street, or to
T. B. SMITH, 17 Poydras street,
apl1 C. T. BUDDECKE & CO.

Regular Red River Packet Steamer LATONA No. 2—For Natchitoches, Port Caddo, Shreveport, Natchitoches and Alexandria. The superior and swift running passenger steamer LATONA No. 2, J. Hunt, master, will leave for the above on WEDNESDAY, the 23d inst., at 5 o'clock P. M. For freight or passage, apply on board, foot of Gravier street, or to
T. B. SMITH, 17 Poydras st.
apl1

Regular Bunchita Packet Steamer STORM—For Camden, Champagnolle, Wilmington, Monroe, Columbia, and all landings on Bunchita River—The elegant and well running passenger steamer STORM, J. Hopkins, master, will leave for the above and intermediate landings on WEDNESDAY, the 23d inst., at 5 o'clock P. M., positively. For freight or passage, having fine accommodations, apply on board, foot of Customhouse street, or to [ap21] T. B. SMITH, 17 Poydras st.

Regular Memphis Packet Steamer GRAMPIAN—For Memphis, Columbus, Napoleon, Greenville, Princeton and Lake Providence—The new, elegant and swift running passenger packet steamer GRAMPIAN, Captain Lewis Pease, will leave for the above and all landings and bends, on WEDNESDAY, 23d inst., at 5 o'clock P. M. For freight or passage, apply to
T. B. SMITH, 17 Poydras st.,
or MOSES GREENWOOD & CO.

N. B. There will be a Clerk on the Levee early on Wednesday morning. apl1

LINSEED OIL, TURPENTINE, NAVAL STORES, ETC.—
250 casks Soda Ashes and Palm Oil;
1500 barrels Soap and common Rosin;
800 barrels Pitch and Raw Turpentine;
200 barrels Spirits Turpentine;
300 kegs Tar and Pitch, in store and to order;
300 barrels Bright Varnish and Whiting;
1000 bales Oakum, various qualities;
500 barrels Yellow and White Soap, for the Mexican market;
100,000 English, Pittsburg, Baltimore and Pensacola Fire Bricks;
5000 English Fire Tiles, various sizes, from 9x9 to 16x18;
1880 barrels Newark, Rosendale, and other brands of Cement, and Plaster;
500 barrels fresh Thomaston Lime, landing;
5000 gallons Linseed Oil—English and American.
For sale by ALFRED KEANY & CO.
ap1 2aw 71 Magazine street.

PONTCHARTRAIN RAILROAD.

REDUCTION OF PRICES!

ON and after Sunday, the 16th inst., the fare will be reduced to Twenty-five Cents for Single Tickets and four Tickets for a Dollar. The tickets will be collected returning from the Lake, and are only good for the same.

NEW ORLEANS,

MILNEBURG AND LAKE PONTCHARTRAIN.

PONTCHARTRAIN RAILROAD COMPANY.

New Arrangement for the Departure of the Cars.

THE CARS LEAVE

The Lake:	New Orleans:
At ..... 6 o'clock A. M.	At half-past 6 o'clock A. M.
At ..... 9 "	At ..... 10 "
At ..... 11 "	At ..... 12 M.
At ..... 2 P. M.	At ..... 3 " P. M.
At ..... 5 "	At ..... 6 "
At half-past 6 "	At ..... 7 "
At half-past 8 "	At ..... 9 "
At half-past 10 "	At ..... 11 "

On Sunday the Cars leave every hour from 5 o'clock A. M. to 11 P. M.

☞ An Omnibus leaves Canal and Chartres street every quarter of an hour for the Depot.

mhl7 tf 20p J. W. SMITH, Superintendent.

New Orleans and Carrollton Railroad.

CARROLLTON LINE—Departure of Trains.

FROM NEW ORLEANS:

Horse Cars—Half-past 6 A. M., quarter-past 8 and half-past 11 P. M.

Steam Trains—6 A. M., and every hour afterwards until 8 P. M. inclusively in summer, and until quarter past 7 in winter.

FROM CARROLLTON:

Horse Cars—5 A. M., 8 and 10 P. M.

Steam Trains—7 A. M., and every hour afterwards until 7 P. M. inclusively in summer, and until half-past 6 P. M. in winter.

Fare—15 cents. Children under 12 years and servants 10c.

☞ Summer arrangements commence on the third Monday in February and end on second Monday in November.

Lafayette Line.

These cars run to and from the Depot, No. 18 Baronne street.

DEPARTURE OF CARS:

In winter, from Lafayette ..... 6½ 7 7½ A. M.
" " Depot, 18 Baronne st ..... 7 7½ 8 A. M.
In summer, from Lafayette ..... 6 6½ 7 A. M.
" " Depot, 18 Baronne st ..... 6½ 7½ 8 A. M.

After which the cars leave each and every fifteen minutes until 8 o'clock P. M.

Then, at 8½, 9, and 10 P. M., from the Depot.
And at 8½, 9½ and 10½ P. M., from Lafayette.

Fare—10 cents. Children under 12 years, half price.

☞ Note—Coaches and Hacks in Cars for parties, balls, meetings, etc., supplied when required. mhl1 1y

PLANTATION DRUG STORE—The subscriber would respectfully call the attention of planters, physicians, and others, to his stock of DRUGS, MEDICINES, CHEMICALS, etc., all of which—being selected with great care, and recently received—will be found, on examination, satisfactory as regards quality; and the prices shall be as low as those of any similar establishment in the city.

☞ Physicians' Prescriptions carefully prepared.

THOS. RANKIN, Druggist and Apothecary,
mhl1 1mos corner Camp and Poydras sts.

BROOKLYN WAREHOUSE COMPANY.—The Brooklyn Warehouse, at Algiers, opposite New Orleans, are now in readiness to receive PRODUCE from the WEST and MERCHANDISE from the NORTH, intended for reshipment. Having 1000 feet front on the river, with wharves in front of the Warehouses, by which goods are immediately conveyed without drayage or exposure to the weather, ample room will be found for the discharging of steamers and loading of ships.

Charges are fixed at very low rates, and every accommodation offered to the Merchants in the city or at the Shippers in the upper country. It is the wish of the Company to equal the convenience of the Atlantic Dock, of New York.

Persons interested in transmitting Merchandise are invited to visit the premises.

Office, corner of Magazine and Lafayette streets, New Orleans.

References—J. B. Geddes; Price, Frost & Co.; J. W. Stanton & Co.; E. F. Nichols. CASEY & SECRETARY,
ap 1 tf Agents.

AGENCY OF THE O'FALLON STEAM MILLS, St. Louis—We will always be supplied with a stock of this choice brand of Flour.
ap1 tf FERD. KENNETT & CO. 32 Magazine st.

PERRYAN SHOWER BATHS—I have on hand an extensive assortment of SHOWER BATHS, which, for elegance and convenience, are unrivalled by any other bath inside. E. WOODFERRY, 98 Magazine st.

☞ Shower Baths repaired. mhl1

SOAP—200 boxes Olein Oxide, for sale by
L. W. ARTHUR & CO. 28 and 29 New Levee.

NAVAL STORES—Tar, Pitch and Rosin, for sale by HAYMAN & HOLDEN, 90 Magazine st.

CUSTOM-HOUSE SALE.

CUSTOM-HOUSE, New Orleans, April 3, 1851.

☞ The following described GOODS, WARES and MERCHANDISE, having remained in the Public Stores unclaimed beyond the time prescribed by the fifty-sixth Section of the Revenue Act of 2d of March, 1799, will be sold at Public Auction, at the Public Store No. 4, corner of Magazine and Julia streets, by SYKES, HYDE & CO., R. B. SYKES, Auctioneer, on WEDNESDAY, May 7, 1851, for cash. The sale will commence at 10 o'clock, and willl be continued from day to day, until all are sold.

Date.	Consignee.	Vessel's Name.	Captain.	Where from.	Marks.	Description of Goods.
July 2, 1850	....Unknown	Ship Wm. Perrie	Agnew	Liverpool	G. & H. 1	One case merchandise.
Feb. 14, 1849	"	Ship James Edward	Chase	Hong Kong	L. B. 3	One cask do.
Mar. 31, "	"	Bark Orion	Cook	Pay	W. (in a diamond.) 23	One case do.
May 17, "	"	Ship Brundwick	Thomas	Havre	S. S. P. 198	One case do.
June 21, "	"	Schr. Oregon	Tremain	Tampico	No mark	One bale Sarsparilla.
Dec. 26, "	"	Bark Princeton	Reed	Antwerp	E. 1	One keg Wine.
Dec. 27, "	"	Ship Manchester	Coats	Havre	C. C. 1090	One case merchandise.
					6650	One case do.
Oct. 2, "	"	Ship Thomas Wright	Babridge	Havre	L. B. O. 30	One case do.
					31	One cask Wine.
Jany. 2, 1850	"	Ship Hersaway	Pound	Liverpool	R. T. C. 95	One cask Chutney.
					106	One cask do.
					104	One cask do.
					105	One cask do.
					107	One cask do.
Jany. 24, 1850	"	Ship Buena Vista	Dessmare	Havre	No mark	Two packages Iron.
					U. S. 24 620	One Wagon.
Nov. 23, 1848	"	Ship Melonack	Hub	Havre	Charles Schwartz	One Wagon.
June 22, 1849	"	Ship Ontario	Chaver	Havre	R. C. 1 to 10	One package Vine Plants.
Aug. 9, "	"	Brig Octavia	Thompson	Chagres		Ten pipes Gin.
Sept. 30,						Two Wagons.
						One Pump.
						Three cases.
Oct. 30, "	"	Ship Mandarin	Colley	Bordeaux	L. V. 4	One quarter pipe Brandy.
Nov. 1, "	"	Bark Agnes	Blake	Marseilles	B. C. 1	Nine baskets Oil.
Dec. 4, "	"	Bark Milnoden	Butler	Havana	Figure 8 in a diamond. 772, 8 8	Seventeen cases mdse.
					F. N. 1359	One case mdse.
Dec. 8, "	"	Ship Austerlitz	Brisset	Havre	L. A. 272, 61	Ten cases.
Jany. 14, 1850	"	Bark Euclid	Bainbridge	Glasgow	T. B. 4	Four casks Wine.
Mar. 12, "	"	Ship Onward	Chase	Havre	Dominoes	One case mdse.
Mar. 27, "	"	Ship Lemuel Dyer	Sagory	Havre	B. F. 10	One case mdse.
June 17, "	"	Ship Sea Lion	Dyer	Antwerp	A. E. 3	One case mdse.
June 23, "	"	Brig Francesca	Cunso	Genoa	D. N. 14	Fourteen cases merchandise.
						One cask Pearls.
April 19, "	"	Ship Adrian	Scott	Bordeaux	J. Clyde	One case mdse.
May 26, 1849	"	Ship Victoria	Merlone	Marseilles	Double Triangle, over J. C. 1	One cask Wine.
Aug. 3, "	"				V. F. 1, 3	Two bbls. Wine.
Sept. 1, "	"				W. L. 3	One bbl. Wine.
Sept. 1, "	"	Brig Quatre Soeurs	Maoné	Marseilles	T. crossed, under J. J. P.	One bbl. Wine.
						One half-bbl. Wine.
Nov. 19, "	"	Ship Lord Seaton	Fistimmons	Liverpool	No mark	One bbl. Vermuth.
May 13, 1850	"	Brig Hope	Prince	Marseilles	C. & M.	One bbl. Wine.
Nov. 28, 1848	"	Brig Esther			Port	One pipe Wine.
					B. D. D.	One cask Wine.
					No mark	Ten kegs Whisky.
					No mark	One case mdse.
June 25, 1850	"	Bark Cesare	Candolpo	Marseilles	D. W. Hatch	One case mdse.
Feb. 6, "	"	Bark Arendal	Eydo	Bordeaux	No mark	Two trunks mdse.
Feb. 22, 1849	"	Ship J. H. Gibbon	Childs	Liverpool	No mark	One bundle Iron.
July 7, "	"	Ship Unionn	Pollard	Bremen	A. K. 1	One cask mdse.
					No mark	One cask do.
July 20,	"	Bark Blake	Armstrong	Liverpool	W. over N. N. in a block. 14	One Chain Cable.
					Do. do.	One cask mdse.
Sept. 26, "	"	Ship W. Y. Cent	Yancy	Liverpool	H.	One bundle Iron.
Oct. 17, "	"	Ship Elizabeth	Hasty	Liverpool	No mark	One bundle Hoop Iron.
Nov. 10, "	"	Bark Antelope	Crosby	Bremen		One Fire Frame.
Nov. 3, "	"	Ship Susan Lud	Curtis	Liverpool	F	Five bars Iron.
						Five bars Railroad Iron.
Dec. 17, "	"	Ship Fariere	Gretin	Havre	M. L. 2626	One case mdse.
Dec. 31, "	"	Ship Adaline	Pike	Liverpool		Five candles Iron.
Dec. 31, "	"	Brig Comte de Flandres		Ghent		Ten Paving Stones.
Feb. 12, 1850	"	Ship Agnes		Dublin	J. Taylor	Two casks mdse.
Feb. 27, "	"	Brig Salvadore	Williams	Havana	P. A. 4	One case mdse.
April 13, "	"	Brig Raymonde		Genoa	P. G. 28	One cask mdse.
Dec. 13, 1848	"	Ship Sarah	Dobson	Havre	R. P. 8	One case mdse.
May 19, 1849	"	Schr. H. Hallock	Apley	Havana	J. P. 5	One case mdse.
May 19, "	"	Ship George Stevens	Cushing	Antwerp	J. Baxter	Two packages mdse.
May 21, "	"	Ship J. F. Winchelhaus	Wornston	Bremen	Crown	One cask mdse.
					R. 1	One cask mdse.
					Arrow on a Triangle. 1862	One case mdse.
May 18, "	"	Ship European	Whiting	Antwerp	Jesus Blanco	One case mdse.
					Denis Dellin	One bbl. mdse.
					J. B.	One case mdse.
July 2, "	"	Ship Jane H. Glidden	Childs	Havre	A. D. 5	One case mdse.
					M. D. 15	One bale mdse.
					No mark	One package Willow.
Nov. 5, "	"	Ship H. H. Brady	Alexander	Liverpool	C. in a diamond	One lace mdse.
Nov. 14, "	"	Ship George Stevens	Rahanon	Antwerp	H. 492	One case mdse.
Nov. 19, "	"	Ship Philena	Barry	Havre	C. 1	One case mdse.
					R. H. 23	One case Cherry Brandy.
					M. C. over L. L. 23	One case Sherry Brandy.
Jan. 21, 1850	"	Ship Bruton	Couch	Bremen	H.	One case mdse.
Jan. 23, 1849	"	Ship Cato	Winter	Marseilles	P. C.	One basket Oil.
Aug. 9, "	"	Ship Galatie	Chever	Havre	P. S. in a circle. H. 1. 28. 29	Two baskets Oil.

New Orleans, April 4, 1851.

WM. FRERET, Collector.
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