Crescent Book and Job Printing Office.

The proprietors of the Daily and Weekly Crescent respectfully inform their friends and the public that they have recently made considerable additions to their Job establishment, and have placed it under the charge of Mr. LEWIS GRAHAM, who has long known in this city as a gentleman of high capabilities in the art. The material of the office being now complete, and nearly new, they are prepared to execute all kinds of

BOOK AND JOB PRINTING,

with the least possible delay, and without disappointment to those who may favor them with patronage. Particular attention will be given to the printing of *LAWYERS' BRIEFS.*

BILLS OF LADING, BILL HEADS, BOOK HEADINGS, CIRCULARS, DRAFT RECEIPTS, COTTON RECEIPTS, INSURANCE BLANKS, NOTARIAL AND CLERKS' BLANKS, STEAMBOAT BILLS, STEAMBOAT CARDS, POSTERS AND HANDBILLS, CARDS, ETC. ETC.

NEW ORLEANS:

THURSDAY MORNING, APRIL 24, 1851.

New Orleans and Jackson Railroad via Madisonville.

Last night a meeting of the friends of the above line of railway, was held in the Hall of the First Municipality, for the purpose of receiving the report of a committee which was appointed on Saturday last, to report upon the best means of proceeding to form and build the road between New Orleans and Jackson via Madisonville.

On the meeting being called to order, it was proposed that Alfred Hermen, Esq., be President, and Mr. Heylinger Secretary, which was unanimously carried.

The Chairman briefly opened the proceedings, by stating the object for which the meeting was called.

Mr. Jennings, of the Parish of St. Tammany, said that he had received every assurance from the inhabitants of that neighborhood, as to their cordial co-operation in the prosecution of the work. They had informed him that they would make a subscription, and give fifty thousand dollars to the company for carrying out the formation of the road.

Mr. Banks, of Washington Parish, said he could inform the meeting, that the people who lived in his locality were also extremely willing to aid the work, and they had promised to subscribe $75,000 towards building the road.

Captain Grice explained the main features of the route, and addressed himself to the objections which were urged against the use of steamboats in navigating the lake and the river. He said there was no current in the river, and the objections were frivolous and not such as ought to prevent the prosecution of the scheme. He was assured that the people of Mississippi were willing to aid in the formation of the line, and a number of gentlemen had obtained a liberal charter from the Mississippi Legislature, who lived on or near the route over which that line was projected to pass. They would not surrender their rights to any company who made a deviating line of railroad from the route proposed. He had been instructed by many persons, and requested even by some of these gentlemen to get an engineer to survey the route.

Many were impressed with the necessity of this route of railway who lived in the country, because they found it so very difficult to come to New Orleans. It was hard now for a man to be able to come to this city himself, but if one line of railway was established, many would come, and bring their families, too. People were taxed heavily by the heavy cost of travelling, and many were leaving the valley of the Pearl River on this account. There were on that river ten millions of acres of beautiful land, which could be highly cultivated—but because there was no direct market to bring the produce, people were actually neglecting it. The tax upon the transport of cotton was from that district $2000 per annum. Thirteen counties produced 120,000 bales, and the cost of transport was from three to five dollars per bale. But if they had this line they could transport it to New Orleans for one dollar and a half a bale. On 100,000 bales of cotton, then, this would save $300,000, which would be in the pockets of the people to assist in public improvements.

The people were determined to seek the facilities afforded by railway communication, and they had no objection to the use of steamboats, for they were accustomed to them. This road would be cheaper than the road by way of Baton Rouge, Liberty and Gallatin, as well as much shorter. They would only have 140 miles of railroad to make, while by the other continuous route, they would have to make 213 or 220 miles. The whole extent of the Madisonville route, by steamboat and railway, was only 175 miles, and in less than five years, when the Selma Railroad was finished and joined to this line, they would have the United States mail coming to New Orleans by this route.

The President said that the line only passed through five miles of road which was occupied by individuals with private rights, and he had no doubt, but that the Legislature would agree to grant the company six miles of land on each side of the line. Congress had passed an act to allow such a grant to be made, and Mobile had availed itself of the privilege of this act, and obtained grants of land for railroad purposes. This would produce 150,000 acres of land, which if sold at $10 an acre, would make more than one million dollars; at $5, $750,000; and if sold at $3 50 an acre, it would more than pay for the railway. The sale of this land would be equal to the cost of the line; and in five years stock-holders would have all their money returned to them, with the advantage of receiving interest on the amounts they had originally subscribed. If they acted promptly, this would be the best speculation that could be formed.

The committee then brought up the following report:

Resolved, That the Chairman of this meeting appoint a committee, consisting of five from the First Municipality, five from the Second Municipality, five from the Third Municipality, five from Lafayette, and the Parish of Jefferson, two from the Parish of St. Tammany, five from the Parish of Washington, two from the Parish of Livingston, and two from the Parish of St. Helena, for the purpose of soliciting subscriptions for facilitating investments in the construction of a railroad from the city of New Orleans to the city of Jackson, the capital of the State of Mississippi, via the town of Madisonville.

That the said committee, or any one of them, be empowered to collect from each subscriber at the time of subscribing the sum of $1 50 on each share of $100, and to receipt the same; and the amount so collected shall be deposited in the Bank of Louisiana, in the city of New Orleans, to the credit of the Association, or its manager hereafter to be appointed, to defray the expenses of defraying preliminary expenses and arranging for the immediate commencement of the work.

That when the sum of 200,000 dollars shall have been subscribed, the committee shall report to the Chairman or Secretary of this meeting, who will then give public notice of the time and place of meeting of the subscribers, for the purpose of electing a board of directors for the management of the affairs of the Association.

That the Chairman also appoint a committee of five for the purpose of corresponding upon affairs connected with the Association, and for superintending the printing of all documents necessary for its use.

These resolutions were unanimously passed, with the addition of three persons from the Parishes of Plaquemine and St. Bernard, to the committee for receiving subscriptions.

The committee was then appointed, and the names being announced from the Chair, it was agreed to.

A resolution was passed, calling upon the committee to meet weekly in the First Municipality Hall.

On the suggestion of a member of the committee, the name of the association for forming this line was decided, and it was unanimously agreed to call it the "New Orleans, Madisonville and Jackson Railroad Company."

It was then moved that the proceedings of the meeting be inserted in the different papers. Agreed to.

Captain Grice stated that they could form a company for commencing the line as soon as possible, as an act had already been passed by the Legislature for the purpose of building a railroad from Madisonville to Jackson. He read from the act one or two clauses, which bore out his remark.

The meeting then adjourned.

THE USE OF THE KNIFE.—Considerable excitement was occasioned last evening, at the corner of Common and St. Charles street, by an attempt which was made by a man, named Jesse Smith, to stab a person with a bowie knife. It appeared, as far as we were able to learn, that Smith met an acquaintance in the Orleans barroom, and, in conversation, some words passed that were unpleasant. Smith, who was intoxicated, drew a large bowie knife, and attempted to stab the person to whom he was talking, but fortunately missed his aim. He then brandished the knife in the air, and ran after one or two persons with it, but a bystander picked up a brick, struck him on the head with it, and felled him to the ground, upon which the knife was taken from him, and he was conveyed to the watchhouse.

STEALING A HORSE.—Last night, about half-past 8 o'clock, a man named Mike Riley stole a horse, saddle and bridle, from the door of a house in Circus street. The horse belonged to Mr. Stephen Rome, and was tied to a post at the door of the house to which he had gone for the purpose of transacting business, and Riley seeing it there, coolly untied it, mounted, and rode off.

STEALING CANDLES.—Last night a man named Jane' Johnson stole a large box of candles from the steamer Hungarian, but was detected in the act of carrying them off, by the clerk of the steamer, and given into custody.

FATAL ACCIDENT.—On Tuesday night a poor man named James Mehan, died at the Charity Hospital, from the effects of injuries he had received by falling from a third story of a house on Carondelet street. He was driving the vehicle on Monday night, with a ponderous granite stone attached to it by chains, and on attempting to turn into Common street, from St. Charles street, he fell and lacerated his thigh and the lower part of his person in a dreadful manner. He was immediately conveyed to the Charity Hospital, where, after lingering in pain for twenty-four hours, he died, leaving a wife and child to lament his loss.

EXTENSIVE ROBBERY BY A SPANIARD.—Three or four days ago a telegraphic dispatch was received in this city, directed to the Spanish Consul, stating that a man had succeeded in decamping from New York with $2500, which he had stolen from a woman with whom he has lived for a number of years. He was supposed to have taken a passage in the steamship Union, from New York to this city, and directions were given for his immediate arrest should he arrive at that vessel. A warrant was granted at the instance of the Spanish Consul, by Recorder Genois, and on the arrival of the Union on Tuesday night, inquiries were made, and it was discovered that a person answering the description given, had been a passenger, but had booked himself by the name of Simpson, instead of his real name Antonio Sunsot. Yesterday morning officer Lonflass prosecuted his inquiries at the different hotels, and found Antonia at the Veranda, where he had taken up his residence. He was immediately arrested, and his baggage was taken to the First Municipality watchhouse, where he was met by the Spanish Consul, and recognized as the person described by the telegraphic communication.

In searching him, a belt was found containing $206, all in gold, and his luggage consisted of a trunk, a carpet bag, a brace of double barreled pistols, a Spanish dirk, a writing desk, leather hat-case, silver watch, and a great quantity of clothes. These things were taken charge of by the police, and he was confined in the Municipality jail, to await further proceedings.

We learned, by inquiries made in his presence, that he came originally from Havana, where he lived till within the last fifteen years. Before leaving Cuba, he had a law suit with his wife, which terminated in her favor, and left him heavily saddled with damages. He then sold his property for $4000, and with the proceeds went to New York, where he practiced his profession, that of a doctor. After being there some time, he met a lady of property, with whom he soon became intimately acquainted, and being unable to marry her, they cohabited together and passed as man and wife. They lived on the greatest terms of friendship until a short time ago, when Sunsot became dissatisfied, and ended the acquaintance by decamping with her money. He left New York on the 15th of April, and appears to have gone direct to the vessel from his own house.

HOUSEBREAKING.—The house of Mrs. Martin, in Carondelet Walk, was broken open during her absence on Sunday evening, and the sum of $18 was stolen. Her absence was only temporary, and the robbery was effected with great dexterity. A man named Dogay has been in custody for the offence, but was discharged yesterday for want of evidence.

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Assault on Camp street.—William Davis was charged with assaulting Mr. Y. D. Allen, on the 14th of April, on Camp street. He struck the complainant several times, knocked him down, and drew a knife upon him. The case was remanded until the second of May.

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Edit. Crescent—It is a rainy day but the new steamship Union does not mind the weather, and Capt. Budd, the accomplished sailor and gentleman, will put her through to day for New Orleans. He has a large freight; and we trust that his craft will continue well patronized.

There is nothing especially new to communicate. For several days past sundry of our city presses have been at war on the subject of the claims of Kossuth and his associates. Surprising as it may appear, Austria has her defenders and Kossuth his enemies, among those in this city who wield the intellectual sword, the pen.

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TELEGRAPHIC.

NEW YORK, April 21.

The accounts by the Pacific have had the effect to depress our Cotton market, and to-day sales have been only 1500 bales, at a decline of ⅛c. Mess Pork is dull at 16½c.

Pork is steady, with moderate sales of new Mess at $15 12½, and of Prime at $13 9 bbl.

NEW YORK, April 22—Noon.

The demand in the Cotton market has been moderate this morning, at unchanged prices.

Old and new Mess Pork are held at $14 and $15 12½ ⅌ bbl.

CINCINNATI, April 22.

The river has been stationary for the last two days. At Pittsburg there are ten feet water in the channel and falling, with pleasant weather.

NEW YORK, April 22—P. M.

The Cotton market continues dull and depressed, but the day has passed without any further decline, the sales reaching about 1600 bales Middling at 10½c.

Pork has also been dull, but prices are unchanged.

We have yet no tidings of the Asia.

BOSTON, April 22.

A large concourse of citizens gathered in front of the Revere House, filling the street each way for a great distance, to listen to the address of Mr. Webster, delivered in conformity with a previous invitation. Mr. Webster spoke from the gallery of the Revere House, and his address was received with frequent bursts of enthusiasm.

LOUISVILLE, April 22—P. M.

The river at Cincinnati is yet stationary.

The steamers Peytona and Glencoe have departed for New Orleans. {Delta.

NEW ORLEANS MARKETS.

CRESCENT OFFICE,
Thursday Morning, April 24, 1851.

Cotton—The inquiry yesterday was again limited, and the sales reached barely 3000 bales, at lower rates for qualities below middling fair. Our quotations are now as follows:

NEW ORLEANS CLASSIFICATION.

Inferior	6¾@ 7¾	Middling Fair	11¼@11½
Ordinary	8¼@ 9¼	Fair	11¾@12¼
Middling	9¾@10	Good Fair	nominal.
Good Middling	10¼@11	Good and Fine	nominal.

Tobacco—We heard of no sales worth reporting.

Sugar and Molasses—The supply is still light, and the sales were limited to about 200 hhds Sugar at 5¼@5¾c for fair to fully fair, and some 300 bbls Molasses at 25@28 for fermenting and 32@33c ⅌ gallon for re-boiled.

Flour—Sales limited to 1300 bbls, including 500 bbls Ohio at $4 10@$4 15; 300 St. Louis, in stained packages, on private terms; 100 St. Louis at $4 35, and 100 extra Illinois at $5 ⅌ bbl.

Grain—Corn was dull, with sales of 3300 sacks white and yellow at 59; 960, in two lots, at 50; and 1500 in smaller parcels at 51@54 ⅌ sack. A warrant was granted at the instance of the Spanish Consul, by Recorder Genois, and on the arrival of the Union on Tuesday night, inquiries were made, and it was discovered that a person answering the description given, had been a passenger, but had booked himself by the name of Simpson, instead of his real name Antonio Sunsot. Yesterday morning officer Lonflass prosecuted his inquiries at the different hotels, and found Antonia at the Veranda, where he had taken up his residence. He was immediately arrested, and his baggage was taken to the First Municipality watchhouse, where he was met by the Spanish Consul, and recognized as the person described by the telegraphic communication.

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PORT OF NEW ORLEANS.

LATITUDE 29° 57' 30" N.—LONGITUDE 90° W.—in Time, 6h.

CRESCENT OFFICE,
Thursday Morning, April 24, 1851.

Cleared Yesterday.

Ship Anna Rich, Russell, Liverpool, Gilfray & Lovell
Ship Chimera, Bangs, Liverpool, L H Cuis

Arrived.

Steamship Union, Budd, 6 days and 18 hours from New York to the Balize, to Babcock & Fenwick—21 my.
Ship Italians, Barrett, 14 days from New York, to A Cohen ballast.
Brig Torcello, Atwood, 10 days from Cardenas, to C A Broadwell—1st my.
Schr Louisa Sears, Sears, 4 days from Apalachicola, to E G Rogers &co—21 my.
Schr Merchant, Wentendorf, 15 days from Charleston, to master—21 my.
Schr Washington, Thompson, 4 days from Apalachicola, to master—Ballast.

STEAMBOATS.

Cora No 2, Keeling, from Camden.
Grand Turk, Robinde, from St Louis.
Georgetown, Pierson, from Louisville.
Music, Streck, from Lafourche.
Moro Castle, Scott, from Cincinnati.
Pacific, Pilhuso, from St Louis.
Pride of the West, Rogers, from St Louis.
St James, Kerchival, from St Louis.
S W Downs, Cannon, from Bayou Bartholomew.
Tennessee, Tims, from Walnut River.
Tuscumbia, Johnson, from Lefleur.
Towboat Yankee, Flinton, from the Pass—towed down and to sea on the 19th inst, ship Mandarin and brig Hamlet—brought up brig Torcello and schr Louisa Sears.

Exports.

LIVERPOOL—Per ship Chimera: 1204 bales cotton, 3000 bbls flour, 2000 staves.
LIVERPOOL—Per ship Anna Rich: 2455 bales cotton.

Imports.

NEW YORK—Per steamship Union: Assorted mdse.
NEW YORK—Per ship Sultana: Assorted mdse.
CARDENAS—Per brig Torcello: 251 hhds 124 tcs molasses C A Broadwell.
APALACHICOLA—Per schr Louisa Sears: 38 bales cotton Wichs, Williams &co.
APALACHICOLA—Per schr Washington: 88 bales cotton E G Rogers &co.
CHARLESTON—Per schr Merchant: 130 casks rice to E J Hart &co.

Receipts of Produce:

CINCINNATI—Per steamer Moro Castle: 20 cks beeswax, 7 hhds tobacco Beatty, Liggett &co—20 do Murphy & Crafts—23 do Turner, Wheat &co—50 do, 925 sacks corn Shultz & Hadden—30 bbls blue lick A Shaw—32 do whisky J Landis &co—100 box candles T H Kidder—3 bxs mdse S B Townsend—9 do J Clarke & Allison—10 furniture P H Boston—86 bbls eggs, 10 bbls beans, etc Schneider & Wise—21 do, 104 bxs cheese, 30 bbls apples J A Morton—200 boxes candles, 50 boxes soap, 8 tcs hams, 30 bbls eggs J I Adams &co—15 tcs hams E S Keep—64 bbls oil, 41 kegs butter, 300 boxes candles W S Wright &co—67 bxs cheese, 50 bxs starch, 40 bbls eggs J H Stagers &co—24 do hams E H Wingate—98 bbls whisky J Conroy &co—212 do J McIntosh &co—7 do, 10 do alcohol 297 do pork, 50 boxes cheese Seconds & Vouchies—40 bbls alcohol, 5 do whisky Shropshire & Fox—5 do alcohol S Mansfield—71 do whisky, 2 do brandy P C DePeyster—300 bbls 24 lbf do beef, 304 sks oats, 215 sks corn R W Milbank &co—12 bbls oil A Lalanne—100 bxs starch Dyas &co—70 boxes cheese G L Dolteu—15 pkgs J M Reif &co—140 bxs starch J & R Geddes—5 bxs wine S T Taylor—652 bbls flour Taylor & Cassily—50 do H L Stone &co—96 cks bacon Babcock & Fenwick—5 bbls whisky J Woodruff &co—6 do linseed oil Lanier & Gaines—12 tcs hams, 2 tcs beef, 5 bxs tongues C Slaughter—22 pkgs tress hoops Stark, Day & Stauffer—15 bbls eggs L Lanier—152 sks corn Overton, Chism &co—6 bbls hominy T Jones—sundries to order.

ST LOUIS—Per steamer Pacific: 700 bbls flour J Connoly &co—996 do, 386 sacks corn Beverly, Sands &co—798 do, 11 cks bacon, 342 bbls flour T S Elder &co—2 do J Eager &co—26 do, 125 sks bagging Wright &co—28 bbls whisky, 25 cks 24 tcs bacon, 27 bbls pork Kennedy & Foster—11 cks 38 tcs bacon Whitemore & Cutter—933 sks corn B J Shawhan—10 do Harper & Lapsley—10 do Cox & Thompson—25 do Rodenberry & Watts—7 bbls flour Turner, Wilson &co—14 bbls 12 lbf do 26 kegs lard A D Grieff &co—26 tcs 297 kegs do, 93 cks 32 tcs bacon Shultz & Hadden—6 bbls bacon Smith, Owen &co—12 bf bbls 31 kegs butter J Drahan—270 bbls 150 kegs lard E G Rogers &co—52 bbls 261 kegs lard Brander, Williams &co—22 bbls pork, 15 do beef R O Rice—5 do lard—67 bales hair C T Boddecke &co—100 bxs wine P Longue—11 cks 3 bbls 3 kegs flaxseed F Seeds—2 hhds tobacco Morrell, Gayle & Co—6 do J A Jacobs—1000 pgs lard Kennedy, Dix & co—1400 do Foulick &co—52 pcs bagging Hewitt, Norton & co—100 cls rope M White &co—9 cks lead pipe, 36 kegs bar iron Shaw, Day & Stauffer—10 bbls oil.

ST LOUIS—Per steamer Grand Turk: 2299 sks corn S C Mitchell—383 do G W Givens—434 do J O Woodruff &co—1 do J Bell—1 do Wichs, Williams &co—1 do Lanier—1 do Overton—236 sks corn, 52 bbls bacon, 186 sks oats T S Elder &co—236 do, 1 hhd bacon B L Shaw—650 bbls lime Stone & Walworth—2 bbls whisky, 2 do brandy J M Deman—217 sacks corn Boddecke &co—1 bag gold coin C Belcher &co—122 bales hemp Pickett, Perkins &co—140 cks bacon Martin, Owen & co—198 bbls flour Kennedy & Foster—300 do E H Wade—50 do M White &co—108 do W Y Patch &co—226 do Jas Hooper—50 do J Connoly &co—48 do Lyman, Scott & Hoare—20 bbls bacon Kennedy & Foster—10 do Myers & Hoare—20 bbls pork R S Fenn &co—129 bbls flour, 27 bbls 9 lbf do 69 kegs lard Poole & Fox—24 cks bacon Beatty, Liggett &co—2 bbls tobacco J Bridges—15 do Mammoth—217 sacks corn J Moore—257 do J Drahan—192 do Jas Greenwood & Morris—2 bags wool Hill, McLean &co—24 bxs crackers H F Nichols &co—1 box mdse J H Hinche &co—sundries, order.

ST LOUIS—Per steamer Independence: 1 bale mdse J G Cocks &co—10 do Parne & Harrison—5 do J H Moore—4 do Pickett, Perkins &co—2 do, 256 do rope G M Pinchard—1 bale mdse Murphy & Crafts—3 do Turner, Wilson &co—23 do Brander, Williams &co—400 bbls pork, 133 tcs hams Martin, Owen &co—1 to 6 cks bacon, 100 bbls pork Kennedy & Foster, Dykers & Spaulding—7 bales wool Nafis, Cox & co—21 do Kennedy & McAlpin &co—21 do R W Adams &co—26 do E J Hart & co—10 do, 90 bbls pork and beef, 6 bags hemp Parmele & Hoare—36 cks cheese Hewitt, Norton &co—20 do, 30 pgs tobacco Bell & Stebbins—74 do M White &co—271 do W H Reynolds—70 do, 200 cls rope J & R Geddes—300 sacks corn, 1 crate 1 box mdse Shultz & Hadden—2 do Gunnison & Co—1 box pork J McGregor &co—5 bbls eggs J Hurley—9 do H Hozano—3 do E W Benton—9 do J Lehner—3 cks bacon, 125 bbls flour Cowan, Dykers & Spaulding—1 bbl whisky J Eager &co—10 pcs leather Baker & Poerr—36 ploughs Scott & Robinson—5 bbls plaster Clark & Mosby—16 bales jeans Wright, Wilson &co—sundries to order—7 bales cotton, 10 bbls tobacco.

ST LOUIS—Per steamer Pride of the West: 91 tcs hams, 1883 bbls flour, 20 do pork, 1 cask corn, 170 sks oats T J Cannon, Scott &co—[illegible] sks corn B Duffy—147 do J O Woodruff &co—139 do, [illegible] Price, Frost &co—25 do Turner and Wheat—1 do J Jarrell, Gayle and Co—4 cockers E S Keep—10 bbls eggs Schneider & Wise—3 do Converse & Kennett—120 sks corn, 13 bales bar D Hexam—25 doz brooms, 48 cks bacon Shultz & Hadden—1 box 12 lbf Hamilton—1 box mdse Kennedy & Rhodes, Wright &co—Hewitt, Norton &co—Kennett, Dix & co—E Macpherson—A Noel—Gathwaite, Griffin &co—Kelsey & Hart—Bullard, Hopkins & Co—1 box mdse J Eager &co—2 do Dyas &co—Wood & Low—J T Huddecke &co—Robt Abbott—Capt R E Clary—Wm E Leverich &co—Dudley & Lathrop—J Shipley—J Schulz—Wichs, Williams &co—C J Meeker &co—Hill, McLean &co—Sickles &co—Whiting & Pearce—J H Blache &co—Cammack & Squires—H Parsons—Cowan, Dykers & Spaulding—Pickett & Miller—McHue & Calhoun—J Brewster—Macauley Bros—Elder & Dearing—Thos O'Donnell—North Bros—Durand &co—A D Grieff &co—J Hallamore—W S Wright &co—W F Vredenburgh & co—Baker & Sorry—Batch & Brainard—and order.

List of Vessels in Port Not Cleared.

[NOTE.—In the First municipality (designated in the following table by "1st") the Nos. commence at the Railroad and run up. In the Second (2d), the Nos. commence above the Steamboat Landing, No. 1 being Flatboat Landing—in the Third (3d), the Nos. commence at the Railroad and run down, No. 1, being Ferry Wharf.]

Ships.

Admiral [illegible]
Anna Tait [illegible]
Antarctic [illegible]
Arlington [illegible]
Ashburton [illegible]
Australia [illegible]
Alesia [illegible]
Berlin [illegible]
Bandera [illegible]
Bay Bahia [illegible]
Cerro Gordo [illegible]
Columbia [illegible]
Cero [illegible]
Caledon Reader [illegible]
Columbus [illegible]
Crosswell [illegible]
Delaware [illegible]
Diagnosa [illegible]
Empire [illegible]
Equity [illegible]
Espindola [illegible]
Essex [illegible]
Eliza Morris [illegible]
Ed. Everett [illegible]
F. E. Hoag [illegible]
Flavio [illegible]
Farmington [illegible]
Geo. Henry [illegible]
Galena [illegible]
H. W. Boone [illegible]
Goliah [illegible]
Gance [illegible]
Harbinger [illegible]
Hector Angosta [illegible]
Hy. Nesmith [illegible]
Hy. Von Gagern [illegible]
H. Hudson [illegible]
Indiana [illegible]
John and Albert [illegible]
Jas. Hanen [illegible]
John Minor [illegible]
Jos. Maurian [illegible]
Josephus [illegible]
John G. Coster [illegible]
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