NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, AT NO. 93 ST. CHARLES STREET, BY J. H. MADDOX.

VOLUME VI. WEDNESDAY MORNING, APRIL 27, 1853. NUMBER 46.

SEA-GOING VESSELS.

VERA CRUZ.

Will leave SUNDAY, May 1, at 8 o'clock a. m.

FOR VERA CRUZ—U. S. Mail Line. The new and magnificent steamship TEXAS (1600 tons burthen), James Lawless, commander, will leave for VeraCruz as above punctually, carrying the U. S. Mails.
....Rates of Passage....
Cabin $60
Steerage, and found $30
For freight or passage, having elegant state-room accommodations, apply to HARRIS & MORGAN, 79 Tchoupitoulas street.
Passengers must provide themselves with passports from the Mexican Consul.
The Texas will leave hereafter for VeraCruz on the 1st and 16th of every month. ap18

CALIFORNIA.

Will leave SUNDAY, May 1, at 8 o'clock a. m.

FOR CALIFORNIA via VERA CRUZ. Persons desirous of proceeding to CALIFORNIA can do so, via Vera Cruz, City of Mexico, and Acapulco.—The new and magnificent steamship TEXAS, 1600 tons burthen, James Lawless, Commander, will leave for VERA CRUZ as above punctually, carrying the United States mails. Stages will be in readiness on arrival at Vera Cruz to take passengers to the City of Mexico, from thence to Acapulco [illegible].
THE MEXICAN OCEAN MAIL AND INLAND COMPANY will shortly have Carriages on the Road, and steamers at Acapulco, ready to transport passengers through to San Francisco. Meanwhile, as all the Pacific Steamers touch at Acapulco, passengers will not be long detained. For further particulars, apply to HARRIS & MORGAN, 79 Tchoupitoulas street.
The Texas will leave hereafter for VeraCruz on the 1st and 16th of every month. ap18

GALVESTON.

Will leave THURSDAY, April 28, at 8 o'clock a. m.

FOR GALVESTON, INDIANOLA, LAVACA and MATAGORDA.—Regular New Orleans and Texas United States Mail Line of Steamships. The new, elegant steamship PERSEVERANCE, Forbes, master, will leave as above. Built expressly for the trade, (as are all of the vessels in this line,) with solid floor timbers and frames doubly iron braced, she presents a safe medium of transportation. Being of light draught, she will land freight and passengers on the wharf at Lavaca. For freight or passage, having elegant accommodations, apply to HARRIS & MORGAN, 79 Tchoupitoulas street. ap15
This line having established its own pilot on Pass Cavallo Bar, will hereafter run in and out under the supervision of its own captains.

Will leave THURSDAY, April 28.

FOR GALVESTON.—The remarkably fast sailing packet ship ELISHA DENISON, Post W. Latham, commander, will sail as above, with what may offer. For freight, which will be taken at the Lowest Rates, or passage, having fine, airy accommodations in second cabin and steerage, apply on board, at Post 7, Second District, or to G. C. BOGERT & CO. 70 Camp street. ap12

KEY WEST.

Will leave THURSDAY, May 5, 8 o'clock a. m. cars.

FOR KEY WEST, via PENSACOLA, APALACHICOLA, ST. MARKS, CEDAR KEYS and TAMPA BAY.—U. S. Mail Line.—The U. S. Mail steamship JAMES L. DAY, W. H. Talbot, commander, will leave the Lake end of the Pontchartrain Railroad on or about the above day. For freight or passage, apply to GREEN, HARDING & CO. 86 Poydras street.
All mailable matter must pass through the Post-office. ap18

BRAZOS SANTIAGO.

Will leave THURSDAY, April 28, at 8 o'clock a. m.

FOR BRAZOS SANTIAGO, POINT ISABEL, MATAMOROS AND BROWNSVILLE. Regular NewOrleans and Texas U. S. Mail Line of Low Pressure Steamships.—The superior coppered and copper-fastened steamship CINCINNATI, John S. Thompson, master, will leave as above, carrying the United States mails. For freight or passage, having very superior state room accommodations, apply on board or to HARRIS & MORGAN, 79 Tchoupitoulas st. ap19

LIVERPOOL.

FOR LIVERPOOL.—The A 1 American ship LOUISIANA, Capt. Barstow, requires 300 to 400 bales Cotton to complete her cargo. For freight or passage, apply on board or to J. H. ASHBRIDGE & CO. 43 St. Charles st. ap27

FOR LIVERPOOL.—The A 1 fast sailing American ship TRIMOUNTAIN, Capt. Rea, having nearly all her cargo engaged, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common street. ap26

FOR LIVERPOOL.—The A 1 fast sailing American ship NORTHERN CHIEF, Captain Alden, is now loading, and will have quick dispatch. For freight of 700 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street.
For passage, apply to the Captain on board. ap26

FOR LIVERPOOL.—The A 1 fast sailing American ship H. H. BOODY, Capt. Snow, is now loading and will have quick dispatch. For freight of 200 hhds. Tobacco and 200 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap26

FOR LIVERPOOL.—The A 1 fine fast sailing ship WM. VAIL, Capt. ——, having most of her cargo engaged and going on board, will meet with quick dispatch. For balance of heavy freight, apply to LEVI H. GALE, 92 Common street. ap26

FOR LIVERPOOL.—The A 1 fast sailing American ship SEA NYMPH, Captain Patten, having the greater part of her cargo engaged, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common st. ap23

FOR LIVERPOOL.—The A 1 fast sailing American ship EASTERN QUEEN, Capt. Emerson, is now loading, and will have quick dispatch. For freight of 100 hhds. Tobacco and 200 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp st.
For passage, apply to the Captain on board. ap15

FOR LIVERPOOL.—The A 1 fast sailing American ship CHARLES HUMBERTSON, Capt. Williams, having the greater part of her cargo engaged, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common street. ap14

FOR LIVERPOOL.—The first class British ship JAMAICA, Capt. Key, requires 150 bales Cotton to complete her cargo. For freight apply to J. H. ASHBRIDGE & CO. 43 St. Charles street. ap14

FOR LIVERPOOL.—The A 1 ship PANAMA, Fisher, master, requires 400 bales Cotton to complete her cargo. For freight, apply to J. H. ASHBRIDGE & CO. 43 St. Charles st. a14

FOR LIVERPOOL.—The very fast sailing A 1 American ship SARDINIA, Jordan, master, is now loading, and will have quick dispatch. For freight of 250 bales of Cotton, or 150 hhds Tobacco, apply to G. C. BOGERT & CO., 70 Camp street.
For passage, having great state room accommodations, apply on board at Post 3, Third street. ap13

FOR LIVERPOOL.—The A 1 British bark SOLWAY, Captain Shadwick, will be dispatched immediately. For freight of provisions or cotton, apply to GIFFNEY & LOVELL, 116 Common street.
This vessel having superior accommodations, will take a few cabin passengers. ap13

FOR LIVERPOOL.—The A 1 fine fast sailing ship MANILLA, Captain ——, having the greater part of her cargo engaged and going on board, will meet with quick dispatch. For balance of freight of 250 bales Cotton, apply to LEVI H. GALE, 92 Common street.
For passage, apply to the Captain on board. ap12

FOR LIVERPOOL.—The fine A 1 fast sailing American ship JAMES NESMITH, Capt. Mills, having the greater part of her cargo engaged, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common st. ap12

FOR LIVERPOOL.—The A 1 fast sailing American ship GRANADA, Capt. Batchelder, having the greater part of her cargo engaged, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common street.
For passage, having superior accommodations, apply to the Captain on board, Post 1, Second District. ap12

FOR LIVERPOOL.—The fine A 1 fast sailing American ship COLONEL CUTTS, Captain Shaw, is now loading, and will receive quick dispatch. For freight of 350 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp st.
For passage, apply to the Captain on board. ap12

FOR GENOA—Passage only.—The A 1 fast sailing American bark SAONE, Capt. Sargent, having all her cargo engaged, will have quick dispatch. For passage, having fine accommodations, apply to the Captain on board, or to J. P. WHITNEY & CO. 61 Camp street. ap9

FOR LIVERPOOL.—The fine fast sailing American ship NORTH CAROLINA, Capt. Fitner, is now loading, and will have quick dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp st.
For passage apply to the Captain on board. ap8

FOR LIVERPOOL.—The A 1 fast sailing American ship CARNATIC, Capt. Devereux, is now loading and will have immediate dispatch. For freight of 150 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap8

FOR LIVERPOOL.—The fine fast sailing American ship MAY FLOWER, Capt. Crabtree, is now loading and will have quick dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap7

FOR LIVERPOOL.—The fine A 1 fast sailing British bark AUGUSTA, Capt. Walker, is now loading and will be quickly dispatched. For freight of 400 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap7

FOR LIVERPOOL.—The A 1 at Lloyd's fast sailing British ship ESSEX, Capt. Calvert, is now loading and will have immediate dispatch. For freight of 450 bales Cotton, apply to GEO. ARNOLD HOLT, 96 Carondelet st. or J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap7

FOR LIVERPOOL.—The A 1 at Lloyd's fast sailing British ship CHEVALIER, Captain Brightman, having nearly all her cargo engaged, will have immediate dispatch. For freight of 800 bales of Cotton, apply to GIFFNEY & LOVELL, 116 Common street.
This ship has superior accommodations for cabin passengers. For passage, apply to Captain Brightman, on board, Post 9, Third District. ap6

FOR LIVERPOOL.—The A 1 fast sailing ship R. D. SHEPHERD, Capt. Hamilton, having all of her cargo engaged and going on board, will meet with quick dispatch. For passage, having handsome accommodations, apply to LEVI H. GALE, 92 Common street. ap6

FOR LIVERPOOL.—The fast sailing American ship THOMAS H. PERKINS, Capt. Theobald, is now loading for the above port, and will leave with dispatch. For freight of 500 bales Cotton, or the bulk thereof, apply to J. H. ASHBRIDGE & CO. 43 St. Charles street. ap1

FOR LIVERPOOL.—The new A 1 fast sailing American ship PISCATAQUA, Capt. Weeks, is now loading and will have quick dispatch. For freight of 400 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap1

FOR LIVERPOOL.—The new A 1 fast sailing British ship AMERICA, Capt. Pirrie, having nearly all her cargo engaged, will have immediate dispatch. For balance of freight apply McCONNELL & REID, or to GIFFNEY & LOVELL, 116 Common street. mh31

FOR LIVERPOOL.—The first class British ship THOMAS, Captain Calhoun, having nearly all her cargo engaged, will have immediate dispatch. For balance of freight, apply to JOSEPH WILSON & CO. or GIFFNEY & LOVELL, 116 Common street. mh31

FOR LIVERPOOL.—The British bark ELIZA, Capt. Lockhead, will have immediate dispatch. For balance of freight, apply to HOGHTON, RANKIN & CO. 149 Common street, or GIFFNEY & LOVELL, 116 Common street. mh11

FOR LIVERPOOL.—The British ship FOREST MONARCH, Capt. Brewer, having nearly all her cargo engaged, will have immediate dispatch. For balance of freight, apply to ELLIOTT, ADAMS & CO. 66 Gravier street, or GIFFNEY & LOVELL, 116 Common st. mh19

FOR LIVERPOOL.—The A 1 fast sailing British ship MARGARET POLLOK, Capt. Cruikshanks, is now loading for the above port, and having nearly all her cargo engaged, will have quick dispatch. For balance of freight apply to GIFFNEY & LOVELL, 116 Common street. mh11

FOR LIVERPOOL.—The A 1 fast sailing American ship JOHN P. HARRIS, Harnum, master, having the greater part of her cargo engaged, will meet with dispatch. For balance of freight, apply to J. H. ASHBRIDGE & CO., 43 St. Charles street. mh15

FOR LIVERPOOL.—The A 1 at Lloyd's fast sailing British ship PEMBERTON, Capt. Hodgkins, is now loading, and will have quick dispatch. For freight of 500 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp st.
For passage, apply to the Captain on board. mh10

FOR LIVERPOOL.—The first class British bark ISLAM, Capt. Jackson, having all her cargo engaged, will have immediate dispatch. MAGEE, URLHORN & CO. GIFFNEY & LOVELL, 116 Common street. mh26

FOR LIVERPOOL.—The A 1 American ship HIBERNIA, Capt. Maloney, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common street. mh11

FOR LIVERPOOL.—The A 1 fast sailing American ship SAMUEL LAWRENCE, Capt. Patten, having the greater part of her cargo engaged, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common st.

FOR LIVERPOOL.—The A 1 American ship JOHN BRYANT, Capt. Dyer, is now loading for the above port, and will be quickly dispatched. For freight of 400 bales Cotton, apply to J. H. ASHBRIDGE & CO. 43 St. Charles street. ap1

FOR LIVERPOOL.—The first class British ship NEOPTUNE, Capt. Logan, having the greater part of her cargo engaged, will have immediate dispatch. For balance of freight, apply to GIFFNEY & LOVELL, 116 Common street. mh11

LONDON.

FOR LONDON.—The fine A 1 fast sailing American ship HORIZON, Capt. Thompson, is now loading, and will have quick dispatch. For freight of 200 hhds. Tobacco, apply to J. P. WHITNEY & CO., 61 Camp street.
For passage, apply to the Captain on board. ap20

GLASGOW.

FOR GLASGOW.—The American ship DENMARK, Capt. Breson, having nearly all her cargo engaged, will have immediate dispatch. For balance of freight apply to GIFFNEY & LOVELL, 116 Common street. ap21

FOR GLASGOW.—The A 1 British bark CALIFORNIA, Captain Gall, is now loading, and will have immediate dispatch. For freight of 300 bales Cotton, apply to GEO. ARNOLD HOLT, 96 Carondelet street, or J. P. WHITNEY & CO., 61 Camp street.
For passage apply to the Captain on board. mh19

CORK.

FOR CORK—Passage Only.—The fine A 1 fast sailing American bark MADONNA, Captain Woodside, having all her cargo engaged, will have immediate dispatch. For passage, having first class accommodations, apply to the Captain on board, or to J. P. WHITNEY & CO., 61 Camp street. ap13

ST. PETERSBURG.

FOR ST. PETERSBURG.—Passage only.—The fine A 1 fast sailing American ship SARAH G. HYDE, Capt. Snow, having all her cargo engaged, will have quick dispatch. For passage, having splendid accommodations, apply to the Captain on board, Post 1, Third District, or to J. P. WHITNEY & CO., 61 Camp street. ap20

HAVRE.

FOR HAVRE.—The A 1 fast sailing American ship SEA QUEEN, Captain Mosher, is now loading, and will have quick dispatch. For freight of 600 bales Cotton apply to J. P. WHITNEY & CO., 61 Camp street.
For passage, having splendid accommodations, apply to the Captain on board. mh18

FOR HAVRE.—The A 1 fast sailing ship GEORGE TURNER, McLellan, master, having the greater part of her cargo engaged, will meet with dispatch. For balance of freight or passage, apply to CHS. DRAKE & CO., Poydras street, or J. H. ASHBRIDGE & CO., 43 St. Charles st. mh31

FOR HAVRE.—The A 1 fast sailing American ship CALLENDER, Capt. Dickman, is now loading, and will have quick dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. mh18

FOR HAVRE—Regular Trader—The splendid A 1, very fast sailing packet ship GEORGE HURLBUT, Major, master, having nearly all her cargo engaged and going on board, will have quick dispatch. For freight of 200 bales Cotton, apply to T. C. JENKINS, 89 Common street, or to G. C. BOGERT & CO., 70 Camp street.
For passage, having elegant furnished state room accommodations in cabin, and superior arrangements for second cabin and steerage passengers, apply to the Captain, on board, at Post 4, Second District.

FOR HAVRE.—The fine A 1 very fast sailing American ship MALABAR, C[illegible] Freeman, having the greater part of her cargo engaged, will have immediate dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, having splendid state-room accommodations, apply to the Captain on board. mh9

BORDEAUX.

FOR BORDEAUX.—The very fast sailing packet JANE E. WILLIAMS, T. L. Means, master, having nearly all her cargo engaged, will have quick dispatch. For freight of 200 bales Cotton, or passage, having fine state-room accommodations, apply on board, at Post 20, [illegible] G. C. BOGERT & CO. 70 Camp street. ap13

TRIESTE.

FOR TRIESTE.—The fine A 1 fast sailing American ship ELLEN MARIA, Capt. Whittemore, is now loading and will have immediate dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap9

CADIZ.

FOR CADIZ—Passage only.—The A 1 fast sailing American ship GOODWIN, Captain Weeks, having all her cargo engaged, will have quick dispatch. For passage only, having fine accommodations, apply to the Captain on board. J. P. WHITNEY & CO. 61 Camp street. ap15

AUSTRALIA.

FOR AUSTRALIA—To call at Port Philip and Melbourne.—The first class fast sailing newly coppered American ship EUROPEAN, Captain Turner, will be dispatched as above, if sufficient freight offer. For terms, apply to J. P. WHITNEY & CO., 61 Camp street. mh19

GENOA.

FOR GENOA—The very fast sailing brig ZEFIRO, Capt. Forte, having nearly all her cargo engaged, will have immediate dispatch. For freight of 100 bales Cotton, apply to G. C. BOGERT & CO., 70 Camp street. ap13

FOR GENOA.—The A 1 very fast sailing bark N. H. WOLFE, Capt. Porterfield, is now loading and will receive quick dispatch. For freight of 300 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. mh19

MARSEILLES.

FOR MARSEILLES—The A1 very fast sailing bark D. S. GOODELL, Harrison, master, will have immediate dispatch. For balance of freight or passage, apply to [ap19] G. C. BOGERT & CO., 70 Camp street.

FOR MARSEILLES—Passage only.—The A 1 fast sailing American ship JOHN W. WHITE, Capt. Mathes, having all her cargo engaged, will be quickly dispatched. For passage apply to the Captain on board. J. P. WHITNEY & CO. 61 Camp street. mh15

ANTWERP.

FOR ANTWERP.—The A 1 fast sailing American ship COLOMBO, Capt. Harris, is now loading and will have quick dispatch. For freight of 500 bales Cotton, apply to J. P. WHITNEY & CO., 61 Camp street.
For passage apply to the Captain on board. mh14

BREMEN.

FOR BREMEN.—The fast sailing American ship AMBASSADOR, Captain McDonald, requires 500 bales Cotton to complete her cargo. For freight or passage apply on board or to J. H. ASHBRIDGE & CO. 43 St. Charles st. a27

FOR BREMEN—The A1 very fast sailing bark ST. MARYS, Mitchell, master, will have immediate dispatch. For balance of freight or passage, apply to G. C. BOGERT & CO., 70 Camp street. ap19

FOR BREMEN.—The fine A 1 fast sailing American ship RUSSEL STURGIS, Capt. Snow, is now loading and will receive immediate dispatch. For freight of 100 hhds Tobacco or 50 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp st.
For passage, apply to the Captain on board. ap15

HAMBURGH.

FOR HAMBURGH.—The fine fast sailing American ship TALLEYRAND, Capt. Young, having the greater part of her cargo engaged, will have immediate dispatch. For freight of 50 hhds Tobacco and 200 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp street.
For passage, apply to the Captain on board. ap16

FOR HAMBURGH—Passage only.—The A 1 fast sailing American ship HENRY NESMITH, Capt. Ulmer, having all her cargo engaged, will have immediate dispatch. For passage, having splendid accommodations, apply to the Captain on board. J. P. WHITNEY & CO. 61 Camp st. ap9

BOSTON.

FOR BOSTON—Regular Line of Packets.—The regular packet ship HARRIETT AND JESSIE, Mitton, master, having nearly all her cargo engaged, will have quick dispatch. For balance of freight, apply to GEORGE W. HYNSON, 80 Camp street. ap8

FOR BOSTON—Regular Line—The A1 packet bark AQUILA, Nowell, master, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight, or passage, apply to GEORGE W. HYNSON, 80 Camp street. ap21

FOR BOSTON.—The A 1 fine fast sailing ship BENNINGTON, James Young, master, having the most of her cargo engaged, will have quick dispatch. For balance of freight or passage, apply on board, Post 13, First District, or to GEO. W. HYNSON, 80 Camp street. ap19

FOR BOSTON—Pearson & Co's Line of Packets.—The regular packet bark LUCY, Redding, master, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight, apply on board, Second District, or to GEO. W. HYNSON, 80 Camp street. mh29

PHILADELPHIA.

FOR PHILADELPHIA—Penrose & Burton's Line of Packets.—The A 1 packet ship OTOMOCO, Howe, master, having the greater part of her cargo engaged, will meet with prompt dispatch. For balance of freight, or passage, apply on board or to J. H. ASHBRIDGE & CO. 43 St. Charles st.

FOR PHILADELPHIA—Penrose & Barton's Line of Packets—The fast sailing packet bark NASHUA, Mortimer, master, having the greater part of her cargo engaged, will meet with quick dispatch. For balance of freight, apply on board or to J. H. ASHBRIDGE & CO. 43 St. Charles street.
For passage, apply on board. ap12

BALTIMORE.

FOR BALTIMORE—Henderson & Co.'s Line of Packets.—The A 1 very fast sailing ship HELEN A. MILLER, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight, or passage, apply to GEORGE W. HYNSON, 80 Camp street. ap21

FOR BALTIMORE.—The A 1 fast sailing brig DIDO, Capt. Small, is now loading for the above port, and will have early dispatch. For freight or passage apply to J. H. ASHBRIDGE & CO., 43 St. Charles street. mh30

FOR BALTIMORE—Regular Line of Packets.—An A 1 fast sailing vessel is now ready to receive freight for the above port. For terms apply to GEO. W. HYNSON, 80 Camp street. ja25

SAVANNAH.

FOR SAVANNAH.—The fine fast sailing brig BUENA VISTA, Winey, master, having the most of her cargo on board, will have quick dispatch. For balance of freight or passage, apply on board, Post 2, First District, or to GEO. W. HYNSON, 80 Camp street. ap12

TAMPA BAY.

FOR TAMPA BAY—Regular Packet.—The fine fast sailing schooner L. P. ROGERS, Capt. Archibald McNeill, is now loading, and will have quick dispatch. For freight or passage, having superior state-room accommodations, apply to the Captain on board, at Lower Picayune Tier, or to J. P. WHITNEY & CO., 61 Camp street. ap20

NEW YORK.

FOR NEW YORK—Merchants' Line.—To sail in a few days.—The very fast sailing regular packet bark DELIA CHAPIN, Simon Howland, master, will sail as above. For freight of 200 bales Cotton, or the bulk thereof, apply to G. C. BOGERT & CO., 70 Camp street.
For passage, having fine cabin-state accommodations, apply to the Captain on board, between the Markets, Second District. ap21

SAN FRANCISCO.

FOR SAN FRANCISCO.—An A 1 fast sailing bark of 400 tons will be dispatched to the above on or about the 28th of April, should sufficient freight offer. Apply to GEO. W. HYNSON, 80 Camp street. ap8

FREIGHT OR CHARTER.

FOR FREIGHT OR CHARTER.—The A 1 fast sailing brig ADA, Captain W. Auld, is now ready to receive freight. Apply to BARELLI & CO., 41 Common street. p6

STEAMBOATS.

OHIO RIVER.

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR CINCINNATI, MADISON, LOUISVILLE and all intermediate landings.—The new and splendid Cincinnati passenger steamer JOHN P. TWEED, Capt. D. Millard, will leave as above. For freight or passage, apply on board, or to ROGERS, McGUIRE & CO., 18 Poydras street. ap27
This boat will receive passengers through to the Eastern cities.

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR CINCINNATI, MADISON, LOUISVILLE and all intermediate landings.—The entirely new and fast running passenger steamer AMBASSADOR, R. H. Hosher, master, is now receiving freight, and will leave as above. For freight or passage, having unsurpassed accommodations, apply on board, or to McDOWELL, Jr., & BELL, 19 Poydras street. ap27

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR CINCINNATI, MADISON, LOUISVILLE and all intermediate landings.—The fast running passenger steamer CHAS. HAMMOND, Hamilton, master, is now receiving freight and will leave as above. For freight or passage, apply on board, or to McDOWELL, Jr. & BELL, 19 Poydras street. ap27

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR CINCINNATI, MADISON, LOUISVILLE and all intermediate landings.—The new, elegant and fast running passenger steamer JOHN P. TWEED, D. Millard, master, is now receiving freight at the foot of Poydras street, and will leave as above. For freight or passage, having unsurpassed accommodations, apply on board, or to OGLESBY & MACAULAY, 85 Tchoupitoulas street. ap27
State Rooms can be secured by applying to the Agents.
Will ticket passengers through to New York and Philadelphia.

Will leave THURSDAY, April 28, at 5 o'clock p. m.

FOR CINCINNATI, MADISON, LOUISVILLE and all intermediate landings.—The splendid steamer MEDIATOR, John Wilson, master, is now ready to receive freight, and will leave as above. For freight or passage, having splendid accommodations, apply on board or to JOHN E. HYDE, 14 Poydras street. a 26

Will leave TUESDAY, May 10, at 5 o'clock p. m.

FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet steamer REINDEER, Capt. Bein. Montgomery, will leave as above. For freight or passage apply on board, or to STROTHER & BROS., Agents, 45 Poydras street.
A plan of the cabin can be seen and state rooms secured by applying to the Agents. ap25

Will leave FRIDAY, April 29, at 5 o'clock p. m.

FOR LOUISVILLE, EVANSVILLE, HENDERSON, PADUCAH and all intermediate landings.—The splendid and fast passenger steam packet GEORGETOWN, Captain A. McPherson, will leave as above. For freight or passage, apply on board, or to STROTHER & BROS., Agents, 45 Poydras street.
A plan of the Cabin can be seen and State Rooms secured by applying to the Agents. ap23

Will leave MONDAY, May 2, at 5 o'clock p. m.

FOR LOUISVILLE and all intermediate landings.—The steamer MAGNOLIA, St. C. Thomasson, master, will leave as above. Plan of Cabin and Register at the office of THEO. SHUTE, Agent, 93 Common street.
The Magnolia will not take more passengers than can be accommodated with berths and seats at the table. ap11

Will leave TUESDAY, May 3, at 5 o'clock p. m.

FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet A. L. SHOTWELL, Capt. Elliott, will positively leave as above. For freight or passage, apply on board, or to STROTHER & BROS., 45 Poydras street.
A plan of the Cabin can be seen and State Rooms secured by applying to the Agents. ap20

FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet EMPRESS, Capt. A. R. Wilson, will leave New Orleans for Louisville for the balance of the season as follows:
MONDAY, May 2, at 5 o'clock p. m.
WEDNESDAY, May 25, at 5 o'clock p. m.
THURSDAY, June 9, at 5 o'clock p. m.
SATURDAY, June 25, at 5 o'clock p. m.
SATURDAY, July 9, at 5 o'clock p. m.
MONDAY, July 25, at 5 o'clock p. m.
STROTHER & BROS., Agents, 45 Poydras street.
A plan of the Cabin can be seen and state-rooms secured by applying to the Agents. ap26

FOR LOUISVILLE and all intermediate landings.—The fine regular passenger packet steamer ECLIPSE, Sturgeon, master, will leave New Orleans for Louisville for the balance of the season as follows:
On THURSDAY, April 28, at 5 o'clock p. m.
On FRIDAY, May 20, at 5 o'clock p. m.
On SATURDAY, May 28, at 5 o'clock p. m.
On MONDAY, June 13, at 5 o'clock p. m.
On TUESDAY, June 28, at 5 o'clock p. m.
On WEDNESDAY, July 13, at 5 o'clock p. m.
MARTIN, OWEN & CO., 112 Magazine street, STROTHER & BROS., 45 Poydras street.
A Plan of her Cabin can be seen and State Rooms secured by applying to Martin, Owen & Co. mh22

ST. LOUIS.

Will leave WEDNESDAY, April 27, at 4 o'clock p. m.

FOR ST. LOUIS, CAIRO, NEW MADRID, HICKMAN, MEMPHIS, HELENA, NAPOLEON, and all intermediate landings.—Regular St. Louis and NewOrleans Packet LIAH TUNA.—The new, light draught passenger packet steamer LIAH TUNA, Haygood, master, is now in port receiving freight, and will leave as above. For freight or passage, having superior accommodations, apply on board or to GEO. W. SHAW & CO., 94 Poydras street, or J. J. CHILDS, 20 Poydras street. ap27

Will leave THURSDAY, April 28, at 4 o'clock p. m.

FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings.—The splendid passenger steamer ALECK SCOTT, J. C. Swon, master, is now in port receiving freight, and will leave as above. For freight or passage, having superior accommodations, apply to GEO. W. SHAW & CO. 94 Poydras street, or KENNETT, DIX & CO. ap27

Will leave SATURDAY, May 14, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, AND MEMPHIS—Regular Passenger Packet.—The new, magnificent and elegant fast running passenger packet JAMES ROBB, Capt. H. Carroll, will leave on her first trip as above. For freight or passage, having magnificent accommodations, apply on board, or to OGLESBY & MACAULAY, 85 Tchoupitoulas st.
A plan of the Cabins may be seen and state-rooms secured on application to the Agents. ap27

Will leave THURSDAY, April 28, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, NEW MADRID, HICKMAN, MEMPHIS, HELENA, NAPOLEON and all intermediate landings.—Regular St. Louis and NewOrleans Packet L. M. KENNETT.—The new, light draught, swift running passenger packet steamer L. M. KENNETT, Capt. George W. Cable, is now in port receiving freight at the foot of Lafayette street, and will leave as above. For freight or passage, having superior accommodations, apply on board, or to STONE & WALWORTH, 36 Tchoupitoulas street, or J. J. CHILDS, 20 Poydras street. ap26

Will leave SATURDAY, April 30, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, and all intermediate landings.—The new, light draught, fast running St. Louis packet DELAWARE, W. W. Baker, master, will leave as above. For freight or passage, apply on board, or to J. J. CHILDS, 20 Poydras street. ap23

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, NEW MADRID, HICKMAN, MEMPHIS, HELENA, NAPOLEON and all intermediate landings.—Regular St. Louis and NewOrleans Packet BUNKER HILL NO. 2.—The new, light draught, swift running passenger packet steamer BUNKER HILL NO. 2, W. F. Edson, master, is now in port receiving freight, and will leave as above. For freight or passage, having superior accommodations, apply on board, or to STONE & WALWORTH, 36 Tchoupitoulas street. J. J. CHILDS, 20 Poydras street. ap25

Will leave WEDNESDAY, April 27, at 4 o'clock p. m.

FOR ST. LOUIS, CAIRO, HICKMAN, MEMPHIS and all intermediate landings. Regular St. Louis Packet JOSIAH LAWRENCE. The new and light draught passenger steamer JOSIAH LAWRENCE, Captain Owings, will leave as above. For freight or passage, apply on board, or to WHITE & BUCHANAN, 21 Fulton street, or to E. G. ROGERS & CO. Agents. ap18

Will leave WEDNESDAY, May 11, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, HICKMAN, MEMPHIS and all intermediate landings. The new and elegant passenger steamer BULLETIN NO. 2, Captain Chas. B. Church, will leave as above. For freight or passage, apply on board or to WHITE & BUCHANAN, 21 Fulton street.
A plan of the cabin can be seen and state-rooms secured by applying to the Agents. ap26

Will leave THURSDAY, May 12, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, NEW MADRID, HICKMAN, MEMPHIS, HELENA, NAPOLEON and all intermediate landings.—The splendid passenger steamer CHAS. BELCHER, Capt. Harrington, will leave as above. For freight or passage, having superior accommodations, apply on board, or to WHITE & BUCHANAN, 21 Fulton street.
A plan of the cabin can be seen and state-rooms secured by applying to the Agents. ap17

Will leave WEDNESDAY, May 4, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings.—The splendid new passenger steamer JOHN SIMONDS, N. Rotarde, master, will leave on her next trip as above. For freight or passage, having superior accommodations, apply on board, or to G. W. SHAW & CO. 94 Poydras street, or to KENNETT, DIX & CO. 71 Tchoupitoulas st. ap15

MEMPHIS.

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR MEMPHIS, HELENA, FRIAR'S POINT, MOUTH OF WHITE AND ARKANSAS RIVERS, COLUMBIA, GREENVILLE, GRAND LAKE and all the Bends—Regular Memphis and New Orleans Packet GEM.—The new and splendid passenger steamer GEM, Burdett Paris, master, will leave as above. For freight or passage, apply on board or to WHITE & BUCHANAN, 21 Fulton street. ap23

VICKSBURG.

Will leave MONDAY, May 2, at 5 o'clock p. m.

FOR VICKSBURG, WARRENTON, NEW CARTHAGE, GRAND GULF, RODNEY AND NATCHEZ—Regular TUESDAY Weekly Vicksburg Packet Steamer H. M. WRIGHT, Capt. Clarke.—The magnificent and swift running passenger packet steamer H. M. WRIGHT, Capt. Clarke, will leave as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 20 Poydras street, or THEO. SHUTE. ap17

Will leave SATURDAY, April 30, at 5 o'clock p. m.

FOR VICKSBURG, WARRENTON, NEW CARTHAGE, GRAND GULF, HARD TIMES, RODNEY, ST. JOSEPH, WATERPROOF, NATCHEZ, FORT ADAMS, BAYOU SARA, and all intermediate landings.—The splendid passenger steamer NATCHEZ No. 5, T. P. Leathers, master, will leave as above. For freight or passage, apply on board, or to D. R. CARROLL, Union Row, 38 Carondelet street, and G. W. CAMPBELL, and will take freight for all points on the Yazoo.
The Natchez No. 5 has made arrangements with the VOLANT and G. W. CAMPBELL, and will take freight for all points on the YAZOO. ap25

Will leave THURSDAY, April 28, at 5 o'clock p. m.

FOR GREENVILLE, PRINCETON, SKIPWITH'S LANDING, LAKE PROVIDENCE, MILLIKEN'S BEND, VICKSBURG, GRAND GULF, RODNEY, NATCHEZ, FORT ADAMS, BAYOU SARA, BATON ROUGE, DONALDSONVILLE, and all intermediate landings—Regular Greenville and Princeton Packet.—The fine passenger steamer FRANK LYON, Capt. J. M. Estes, will leave as above. For freight or passage, apply on board or to STROTHER & BROS. 45 Poydras street. ap27

Will leave SATURDAY, April 30, at 5 o'clock p. m.

FOR VICKSBURG, WARRENTON, NEW CARTHAGE, GRAND GULF, RODNEY, NATCHEZ, FORT ADAMS, BAYOU SARA, and BATON ROUGE.—Regular SATURDAY Weekly Vicksburg Packet Steamer SOUTHERN BELLE.—The new, magnificent and swift running passenger steamer SOUTHERN BELLE, Captain J. M. White, will leave as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 20 Poydras street.
The Southern Belle will take Yazoo River freight to the regular privilege of reshipping on the steamboat W. H. Gilbert, &c. [illegible] ap26

MOBILE.

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR MOBILE, via the River.—The splendid steamer HELEN, Captain J. P. Cheese, will leave as above. For freight or passage, apply on board, or to STROTHER & BROS., 45 Poydras street.
There will be a Clerk on the Levee opposite Customhouse street early on Thursday morning, receiving freight. ap27

OPELOUSAS.

Will leave THURSDAY, April 28, at 10 o'clock a. m.

FOR OPELOUSAS—The good and safe steamer SARAH GORDON, John Davis, master, (in place of the Opelousas,) will leave as above, taking freight for Plaquemine, Indian Village, Grand River, Atchafalaya, Simmsport, and all landings on the way. For freight or passage, apply on board, foot of St. Louis street. ap26

BAYOU GROSSE TETE.

Will leave WEDNESDAY, April 27, at 12 o'clock m.

FOR BAYOU GROSSE TETE.—The good and safe light draught steamer OPELOUSAS, W. C. Neal, master, will leave as above. For freight or passage apply on board or to J. M. JOHNSTON & CO. [illegible] Levee.
This will positively be the last trip of the Opelousas for Grosse Tete this season. ap 26

TENNESSEE RIVER.

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR FLORENCE, TUSCUMBIA, EASTPORT, and intermediate landings. Regular Tennessee River Packet MOHICAN.—The new and splendid light draught passenger steamer MOHICAN, James P. Irwin, master, is now receiving freight, and will leave as above. For freight or passage apply on board, or to WHITE & BUCHANAN, 21 Fulton street. ap13

YAZOO RIVER.

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR GREENWOOD, MARION, TCHULA, YAZOO CITY, SATARTIA, VICKSBURG and all intermediate places.—The fine passenger steamer GRANADA, M. Gwartney, master, will leave as above. For freight or passage, apply on board or to T. WILSON, 17 Carondelet street. ap27

Will leave SATURDAY, April 30, at 5 p. m.

FOR GRENADA, TROY, GREENWOOD, LEFLORE, MARION, YAZOO CITY, TCHULA, SATARTIA, VICKSBURG and all intermediate landings—Regular Yazoo River Packet Steamer MONROE.—The new and fast running steamboat MONROE, Capt. Sam. Gwartney, will leave as above. For freight or passage, apply on board, or to T. WILSON, 17 Carondelet street. ap27

Will leave THURSDAY, April 28, at 5 o'clock p. m.

FOR POINT LEFLORE, GREENWOOD, TCHULA, YAZOO CITY, SATARTIA, VICKSBURG, and all intermediate landings.—The new, fast running, regular Yazoo River steam packet AFTON, J. S. Wallace, master, will leave as above. For freight or passage, apply on board, or to the Agent, at 14 New Levee.
The Afton will take freight for Tallahatchie and Yalabusha Rivers, with the privilege of reshipping. ap26

Will leave SATURDAY, April 30, at 5 o'clock p. m.

FOR MOUTH OF COLD WATER, GREENWOOD, YAZOO CITY, SATARTIA and all landings on the Yazoo River.—The regular packet steamer D. S. MOSBY, E. Phelps, master, will positively leave as above. For freight or passage, apply on board, or to JOHN E. HYDE, 14 Poydras street.
The Mosby will take freight for the Tallahatchie and Yalabusha Rivers. ap26

RED RIVER.

Will leave THURSDAY, April 28, at 5 o'clock p. m.

FOR JEFFERSON, SMITHLAND, BENTON, PORT CADDO, SHREVEPORT and all intermediate landings—Regular Red River and Lake Packet steamer S. W. DOWNS.—The superior and swift running passenger packet steamer S. W. DOWNS, Captain Geo. H. Clark, will leave as above. For freight or passage apply on board, or to SMITH & FIMISTER, 20 Poydras street, or J. H. MORRISON & CO. 1 Front Levee.
The Downs has been expressly purchased for the above trade, and will remain in it throughout the season. ap20

Will leave SATURDAY, April 30, at 5 o'clock p. m.

FOR UPPER RED RIVER—FORT TOWSON, FULTON, PINE BLUFFS, and all intermediate landings.—The new and light draught passenger packet TEXAS, Capt. H. D. Woodsworth, will leave as above. For freight or passage apply on board, or to SMITH & FIMISTER, 20 Poydras street. ap27

Will leave THURSDAY, April 28, at 5 o'clock p. m.

FOR SHREVEPORT, GRAND ECORE, PORT CADDO, ALEXANDRIA and all intermediate landings.—The new, fine passenger packet steamer COMPROMISE, L. W. Cooper, master, will leave as above. For freight or passage, having fine accommodations, apply on board, or to SMITH & FIMISTER, 20 Poydras street. ap20

Will leave TUESDAY, April 26, at 5 o'clock p. m.

FOR JEFFERSON, PORT CADDO, SHREVEPORT, GRAND ECORE, ALEXANDRIA, and all landings on Red River, and will take freight for above the Raft, with the privilege of reshipping on the Francis Jones at Shreveport.—The fine steamer ALABAMA, McKinney, master, will leave as above. For freight or passage, apply on board, or SMITH & FIMISTER, 20 Poydras street. ap24

Will leave THURSDAY, April 28, at 5 o'clock p. m.

FOR GRAND ECORE, NATCHITOCHES, ALEXANDRIA and all intermediate landings.—The new and light draught steamer PIKE, Edward Parker, master, will leave as above. For freight or passage, apply on board, foot of Bienville street, or to H. M. ROBINSON, Agent, 14 Canal street.

Will leave WEDNESDAY, April 27, at 5 o'clock p. m.

FOR SHREVEPORT AND PORT CADDO AND JEFFERSON.—The Regular Red River Packet steamer ST. CHARLES.—The elegant and swift running passenger packet steamer St. CHARLES, Capt. Samuel Applegate, will leave as above. For freight or passage, apply on board, or to SMITH & FIMISTER, 20 Poydras street. ap20

REGULAR PACKETS.

FOR PLAQUEMINE — Regular Packet.—SUMMER ARRANGEMENT.—The steamer OPHELIA will run as a regular packet from Saturday, the 9th instant, for the Lower Coast trade, in the place of the F. T. Doswell, and will leave Every SATURDAY MORNING at 9 o'clock. JOE SALISA, Captain.
For freight or passage, apply on board, or at the foot of St. Louis street. ap 9m

COAST AND BALIZE PACKET.—The fine passenger steamer OPHELIA, Joseph Salibe, master, will extend her trips from and after Saturday, the 30th instant, at 9 o'clock A. M., to Balize, South-West Pass and all intermediate landings, returning to NewOrleans every Tuesday. For freight or passage, apply on board, foot of St. Louis street. ap29

FOR BILOXI AND LYNCHBURG SPRINGS, BAY ST. LOUIS, PASS CHRISTIAN and MISSISSIPPI CITY, extending to PASCAGOULA on SATURDAYS, and stopping at FORT PIKE on TUESDAYS and THURSDAYS.—Lake Shore Tri-Weekly packet steamer CREOLE.—The new and splendid low pressure packet steamer CREOLE, Charles Walker, master, built expressly for this trade, with superior accommodations, will leave the Pontchartrain Railroad on arrival of the Cars at the Lake as follows:

Leaves New Orleans:		Leaves Lynchburg and Biloxi:	
TUESDAYS	9 A. M. Cars	WEDNESDAY	EVENING
THURSDAYS	9 A. M. Cars	FRIDAY	EVENING
SATURDAYS	3 P. M. Cars	SUNDAY	EVENING

Fare, to or from Lynchburg, Biloxi or intermediate landings, $3; Children and Servants, $1 50; Deck, $1.
Freight received at the Railroad Depot all the week, up to 3 o'clock on Saturdays; that for Tuesday and Thursday's trips ought to be sent on Mondays and Wednesdays.
The Way Letter Bag will leave the office of the Agent on Tuesdays and Thursdays at 8½ o'clock A. M. and on Saturdays at 2 P. M. mh16 R. GEDDES, Agent, 10 Bank Place.

FOR MOBILE.—Daily U. S. Mail Line.—Winter Arrangement.—The new and splendid low-pressure packet steamers FLORIDA, Capt. W. F. Gibson, CALIFORNIA, Captain Sam. Rose, and OREGON, Capt. R. A. Hiern, (having been built expressly for the Lake trade, with superior accommodations.) One of the above steamers will leave the Pontchartrain Railroad DAILY, on arrival at the Lake of the 4 o'clock p. m. cars, stopping at Pascagoula on Wednesdays going, and Tuesdays and Fridays returning.
Freight for Bay St. Louis, Pass Christian and Pascagoula must be sent to steamer CREOLE.
The Way Letter Bag for Mobile will leave the office of the Agent at three o'clock p. m. Letters for East of Mobile should be put in the mail. [oc1] R. GEDDES, Agent, 10 Bank Place.

FOR LAFOURCHE. — Coast and Lafourche Packet—The steamer Dr. BATEY, Capt. W. C. Wilson, leaves as above EVERY MONDAY EVENING, at 5 o'clock, and EVERY FRIDAY MORNING, at 8 o'clock. For freight or passage, apply on board, or to A. LAFORREST, 39 Bienville street. nov27 tf

FOR WABASH RIVER—New Orleans and Wabash River Packet.—The new and splendid light draught steamer SILAS WRIGHT, Capt. L. C. Coolidge, will run as a regular packet during the season.
For freight or passage, apply on board. jal

FOR CHARTER.—The new and light draught steamboat BLOOMER. For particulars, apply to T. WILSON, 17 Carondelet street. ap20

TO STEAMBOAT CAPTAINS and OWNERS.—New Orleans, January 10, 1853.—The undersigned has this day commenced a GENERAL STEAMBOAT AGENCY on his own account, and will confine himself exclusively to such business. In thus presenting himself before his friends and the public, he trusts that his long experience while in the employ of others in the same business, with his determination to give his whole time and personal attention to the same, together with his general acquaintance with shippers, that he may secure a liberal patronage and consideration. References are respectfully made to
Messrs. WATERS, CAMDEN & CO., New Orleans.
STONE & WALWORTH, "
BRIDGE & BRO., "
WHITE & BUCHANAN, "
Captain GEO. W. CABLE, steamer L. M. Kennett.
" W. W. BAKER, " Delaware.
" R. M. HUNTER, " Ambassador.
ja11 J. J. CHILDS, Office 20 Poydras street, New Orleans.

NEW ORLEANS EMIGRANT AND REMITTANCE OFFICE.—The undersigned, at his old established office, continues to accommodate persons desirous of remitting money to their friends in England, Ireland or Scotland, with sterling sight draughts, payable in any post town in the above-named kingdom, and in sums to suit. He also, as usual, continues having passengers brought from Liverpool to this city, on good ships and reasonable terms. Parties living at a distance, by addressing a letter (post-paid) to the undersigned, will be promptly attended to. a18 JOHN TOOLE, 12 Bank Place.

NEW ORLEANS and Carrollton Railroad—Carrollton Line—Departure of Trains. From NewOrleans:
Horse Cars—6½ and 7½ a. m., 9½, 10½, and 11½ 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 and 6 a. m., 8, 9 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 10 cents.
Summer arrangements commence on the third Monday in February and end on the second Monday in November.
LAFAYETTE LINE.
These Carsrun to and from the Depot, No. 12 Baronne street.
Departure of Cars.
In Winter, from Lafayette .... 6½, 7 and 7½ o'clock.
" Depot, 12 Baronne street .... 6½, 7½ and 8 "
In Summer, from Lafayette .... 6½, 7 and 7½ "
" Depot, 12 Baronne street .... 6½, 7½ and 8 "
After which the cars will leave each terminus every fifteen minutes until 8 o'clock p. m.
Then at 8¼, 9, 10 and 11 p. m., from the Depot.
And 8½, 9½, and 10½ p. m., from Lafayette.
Fare—10 cents. Children under 12 years, half price.
Night Cars for Parties, Balls, Meetings, etc., stopped when required, after the above-mentioned hours. mh21

FOR LAKE BORGNE and MEXICAN GULF—SUMMER ARRANGEMENT, on and after March 15, 1853. MEXICAN GULF RAILWAY—Depot corner of Good Children street and Champs Elysees.—TO PROCTORVILLE, Lake Borgne, distance twenty-seven miles. Fare through Fifty Cents, Children and Slaves half price.
LEAVE THE CITY AT 6½ A. M. | LEAVE THE LAKE AT 9 A. M. [illegible]
Office No. 90 Common street, for all business of the Railroad Department, or any other business connected with the state of Alabama, deceased, apply to W. G. BAKEWELL, Secretary.

Crockery, China and Glassware.
P. R. FELL & CO., 84 Common street, New Orleans, Importers and Dealers, Wholesale and Retail, LAMPS, Plated and Britannia CASTORS, CANDLESTICKS, TABLE CUTLERY, JAPANNED WARE, &c.
Goods will be offered at low prices.

LIME—2000 bbls. fresh Rockland, cargo of brig Marcelote, landing and for sale by JOHN G. HAMMEL & CO., (Successors to J. Hayman & Co.) [illegible]

DAILY CRESCENT.

ATMOSPHERIC TELEGRAPH.

The Boston Daily Advertiser of Saturday, the 16th, has the following notice of this new invention, by which it is claimed letters and parcels can be transported considerable distances with almost incredible velocity, rendering it practically nearly equal in speed to the Magnetic Telegraph, over which it is obvious it has many advantages in other respects. The apparatus is in operation in the Boston Merchants' Exchange:

It consists of a tube connecting the places between which communication is to be maintained, in which a sort of piston, called "the plunger," is fitted with a loose leather packing. The matter to be sent is enclosed in a bag attached behind this plunger. Its proportion is secured by the pressure of the atmosphere of ordinary density behind it; that in front being rarified by means of an air pump, producing a partial vacuum. This propelling power is so great as to produce an apparently instantaneous motion of the plunger with its load from one end to the other of the model tube on exhibition, which is about 30 feet long and 1½ inches in diameter; indeed the plunger issues forth with so much force when not confined, as to knock down violently a heavy billet of wood placed opposite the end of the tube, if it is left open. The speed is estimated at about one thousand miles in an hour.

The apparatus is so arranged that there can be intermediate stations upon the line, at which the progress of the "plunger" can be arrested, or if preferred, it can pass directly through to the terminus.

The mechanical difficulties to the plan which readily suggest themselves have been ingeniously and apparently effectually obviated by Mr. Richardson. The inconvenience of the sudden shock occasioned by the arrival of the "plunger" at the end of its journey is avoided by an arrangement by which a portion of the air in front of it is compressed and allowed to escape but gradually, forming a sort of cushion to ease the jolt. The retarding effect of the friction caused by the motion of the large column of air which necessarily follows the plunger in the tube is prevented by the occasional recurrence of valves in the tube connecting with the atmosphere to be opened by the plunger as it passes. The friction of the plunger itself is reduced to a very low point by the manner in which its packing is constructed.

We are informed that the apparatus has met with the approval of several gentlemen competent to form a sound opinion, who have examined it.

The patent right for the machine is owned by the Atmospheric Company, of which Mr. Richardson is agent. It is proposed to open on Tuesday next, in this city, the subscription books of a company under the name of the "NewYork and Boston Atmospheric Company," to construct a line between this city and New York. The tube of this line, it is proposed, shall be two feet in diameter. The cost of laying it down is estimated at $2000 per mile. There will be supply valves as often as once in twenty-five miles, and intermediate stations at suitable points, for instance at Worcester, Springfield, etc. There will be air pumps at all the stations. Hourly mails may be made up and dispatched, a part of them at fixed hours stopping at all the stations and the others proceeding throughout direct. It is expected that letters and parcels from NewYork would be delivered in Boston in less than half an hour. A company able to carry mail matter at this rate of speed would be powerful competitors as contractors for performing the mail service. If a sufficient amount of matter is presented, it is claimed that the actual cost of transportation is not more than half that of any other method, while it is twenty times as fast. The line need not be straight, but can be curved so as to follow the face of the ground, or underlie the channels of rivers.

It will be observed that this invention bears some resemblance to the "Atmospheric Railway" so much talked-of at one time, but that it avoids the objectionable features of that scheme, as the tube is closed throughout. It is worthy the attention of business men. We are informed that Mr. Richardson has had in successful operation a line of 8 inch tube of a mile length.

THOUGHTS ABOUT GREATNESS.

What do we mean by greatness, as distinguishing men? Greatness is rather the element in the man than the expression of that element in this or that or the other form. Certain works reveal greatness, but do not make it. Great works are the outgoings of an inward being; they are the embodiments of the ideal man; they are the expression to others' eyes or ears, of the interior, refined, ever active consciousness of the worker. But behind all these, and above all these, in the secret mould and fashion of the man, lies the greatness itself. He is not made great in the course of life and things; he is born great. Greatness is an attribute of the great man's being; it is not something which he had not once, and which was brought to him fortuitously and by circumstance.

The mother's teaching may introduce a somewhat prepared child to the primary school; and that may prove a stepping-stone to the grammar school; and that may lead to the academy; through that to the college and the university. But this course never made a great man. Rather it too frequently trammels and mars the ample and free expression of greatness. We do not disparage education; but that of itself will make no man great. Education gives no man intellect; it may discipline and direct it according to the modes and the rules. This is its chief work.

Neither is it true that great occasions make great men. That is a false maxim. Great occasions are the necessities for which great men are the supplies. * * * There is a something which the world dignifies with the name of greatness, which is made up of circumstances; a greatness of "shreds and patches." That kind of greatness, an altogether unenviable distinction, a man's lot in life may deprive him of; and those who have attained it, let them be wary; the next wave or two of circumstances will wash it away. Circumstances are fickle, very capricious.

Of this type of greatness is *wealth*. The world says: "Thou art rich; therefore, thou art very great." Wealth, greatness! Of all the things called by the world, *greatness*, wealth is the meanest. Was Stephen Girard great? He was wealthy; but was he great? who calls him great? Do not disparage him; but things should be called by their right names. Wealth is not greatness. Wealth may build large monuments, and costly ones, too, and enduring ones; but not being monuments of greatness, their value is intrinsical only. We would rather be the dead Poet whose brain and soul wove out the "Elegy in a Country Churchyard," than the dead millionaire, whose money builds a college.

Power is an estate which men call greatness. But power worships and fears wealth. The Jew-bankers of Europe, one of whom was, the other day, berated by a cab-driver, his personal appearance in no way indicating his immense wealth; these have more power than kings. Kings rule their subjects; but the Jew-bankers bind and loose kings at their will. And theirs is an iron rule. *It is the rule of wealth.* It is the rule of four per cent., and immense national securities. Kings pledge to them their crowns and sceptres, jewels and all. They mortgage to them their subjects as well as their palaces and themselves. The world is mistaken when it calls either power or wealth *greatness*. Louis Napoleon, the Third Emperor, is not great. Circumstances took him from street vagrancy in NewYork, and from the old vagrant cells of City Hall, NewYork, to call him Emperor of France, and circumstances will uncover him in due season. Power makes no man great. Position may give him a power, but greatness never. The intelligent, unfaltering republican of France is greater than Louis Napoleon. Kossuth is greater than Francis Joseph. Mazzini is greater than Pio Nono. Nicholas has his peers. Cassius was greater than Cæsar.

Why should the world be attracted to worship wealth, and be overawed by power?

We speak therefore of *greatness* as an attribute. And as such, we speak of it as something that comes not *to* the man, but comes *with* the man. It is not an adjunct, but an element; not a part of the man, but the whole, the inseparable, the indestructible man. It is like the fragrance of the rose; it is like the flavor of fruit; it is like the pellucidness and refreshing quality of fountain-waters in a desert; it is like the charm of an Italian sky; it is like the wisdom of Solomon; it is like the strength of Hercules; it is like the life of man. Wealth! he who has it puts it in his purse, and a robber steals it; he builds houses with it, and fire devours them; he ladens ships with it, and the floods drown them; and he then is as poor as another man. Power! it is not in the man. It is in the sceptre he holds in his hand; in the crown he places on his brow; in the throne in which he reclines. There! what are they? tinsel, gaudiness, vanity, and less than nothing. The hand, the brow, the form that claimed them in the morning when the sun came up, may not have them in the evening when the sun goes down; and the man may be a wanderer, outcast and despised. But greatness! time impairs not that; circumstances affect it not; calumny reaches it not. Time, the "tomb-builder," builds no resting place for it; and the withering, cold glance of death quails before it. [Philad. Daily Register.

American Church Customs.—An English traveler in this country thus describes in his "book" some of the "queer things" he met with in his wanderings:

"Now, to tell you of some of the queer things one sees and hears in this queer country. One of the most foreign-looking sights to a stranger is the appearance which the churches present during service, especially if the day be hot. Every lady has her fan, which she brings with her, or more generally keeps lying in her pew. What a funny sight! There they sit, young girls and young ladies, newly married and old married ladies, black ladies and white ladies, fanning away as if their lives depended on their never ceasing. In front of the minister, on this side and on that, up in the front of the galleries, and back in the galleries, there they go, fan, fan, fan, fan. There are fans of paper, fans of grass, fans of ivory, fans of feathers, fans of everything. There they go, those who have no fans using their prayer books or Bibles, fan, fan, fan. Arms moving and heads keeping time, flutter, flutter, flutter—one fan, two fans, three fans—fans innumerable. Oh! dear! It surely is hot.

"Another peculiarity connected with their churches, is that of the gentlemen always rising up and leaving the pew to let a lady enter. A lady, indeed, when she reaches her pew, never thinks of going in till all the gentlemen first step out. In she goes, and in go the obsequious gentlemen after, only to repeat the performance in three minutes, when another lady comes in. I have often seen five gentlemen have to get up and go out. I was myself a victim to this practice. Last Sabbath I went over to New York to hear Dr. Spring preach. I could not find the door-keeper to show me to a seat, so I entered a vacant pew on chance, and sat at the head of it, as we do in Scotland. Presently the church door opened, and in walked a lady marshalled by my friend the door-keeper. Up they marched till they came to my pew, when he, opening the door, beckoned to me with his finger to come out.

"Unfortunately for me, I was reading a hymn at the time, and was so engaged that I did not at first see the telegraphic signal; so there sat I, composedly reading, and there stood my friend, the door-keeper, impatiently beckoning; beside him stood the minister's wife, (for it was no less a personage whom I was keeping standing there,) while round about sat the congregation, curiously looking. At last I caught his eye, or rather his finger—had to get up, and to the right-about march let this free-born lady enter her pew—possession, in this case, not proving nine points of the law. I got well punished for my lack of politeness, or, as I will call it, for my ignorance, by feeling the tell-tale blood mount up to the crown of my head. One thing I felt strongly inclined to do, was to give the fellow a word in season."

Popular Vote for President.—The whole number of votes cast for President in the thirty-one States, in November last, was 3,162,890, (the returns from California and Missouri being incomplete,) of which Gen. Scott had 1,383,578; Gen. Pierce, 1,585,545; John P. Hale, free-soil, 157,296; Daniel Webster, 7436; Broome, native, 2475; Troup, State Rights, 2300; and Goodell, Abolition, 72. Pierce's plurality was 202,008. In Maine Pierce had 9066 over Scott; in New Hampshire 13,850; in Rhode Island 1109; in Connecticut 2890; in New York 27,201; in New Jersey 5749; in Pennsylvania 19,446; in Delaware 26; in Maryland 4945; in Virginia 15,281; in North Carolina 686; (in South Carolina the Legislature chose electors); in Georgia 18,945; Alabama 11,843; in Mississippi 9328; in Louisiana 1392; in Arkansas 4769; in Missouri 7096; in Ohio 16,694; in Indiana 14,439; in Illinois 15,663; in Michigan 7983; in Iowa 1907; in Wisconsin 5947; in Florida 1443; in Texas 8557; in California 4694. In Vermont Scott's plurality was 9129; in Massachusetts 9183; in Tennessee, 1880; in Kentucky 3262.

Letters of Credit.—The London Times has a report of a case of some interest to travelers abroad. An American gentleman bought for cash a circular letter of credit from a mercantile firm in the city, addressed to the agents on the continent, and this document authorised the various houses to whom it was addressed to honor his drafts. Shortly afterwards, a house which had some disputed accounts with him, lodged an attachment with the London firm on the funds which they had thus received for the sale of the letter, upon the plea that the transaction was a simple deposit, and that the money so attached still belonged to the person who had paid it to them, and that they, the garnishees or issuers of the credit, incurred no responsibility until they came under acceptance. The jury found that the money passed absolutely to the garnishees in exchange for their credit; that it simultaneously ceased to be the defendant's, and consequently was not attachable.

Mr. E. Brooks, one of the editors of the New York Express, in a recent letter, from Cuba, says that "the Georgians, Susan Loud, and Captain Gray affairs had hardly the semblance of fact to sustain many of the published reports of examination growing out of these occurrences," and gives a needed caution against implicit confidence being placed in stories of outrages reported to be committed upon American vessels. He adds, "My impression is that so many falsehoods are sent to the United States in regard to the Island of Cuba, and the condition of things here, that no reliance can be placed upon the bulk of published political correspondence dated at Havana, and published at home. Not that there are not real grievances, but that prejudice, passion or ignorance guide many of the pens that record the state of affairs in Cuba."

From New Brunswick.—The New Brunswick Legislature has issued an address to the Queen in regard to the fisheries, in which they ask her to continue the same protection to the fisheries as was afforded last year, being impressed with the belief that it will prove much more advantageous and satisfactory than the acceptance of any equivalent yet offered by the American Government for a participation in those fisheries. The opinion is also decidedly expressed that the fisheries in the rivers, harbors and estuaries should be reserved exclusively for the people of this province, and that no foreigner should be permitted to participate therein upon any terms or conditions whatever.

The address then treats of the commercial relations between the province and the United States, and thinks the separate treaties on the fisheries and reciprocal trade would be detrimental to the interests of the province.

At Florence, some years ago, it was proclaimed that every beggar who would appear in the grand plaza at a certain mentioned time would be provided by the duke with a new suit of clothes, free of cost. At the appointed time the beggars of the city all assembled, and the grand duke, causing all the avenues to the square to be closed, compelled the beggars to strip off their old clothes, and gave each one, according to promise, a new suit. In the old clothes thus collected, enough money was found concealed to build a beautiful bridge over the Arno, still called "Beggars' Bridge," and the city, for the time being, was relieved of the beggars by which it had been previously overrun, as none would give to the well-dressed individuals who implored charity, not believing their tale of distress. [Home Journal.

[illegible]—The London Times says: "Among the passengers of the Bengal are Messrs. [illegible], from New South Wales. [illegible] gentlemen has, perhaps, for the first time, circumnavigated the world by steam, having gone out in the Great Britain to Melbourne and Sydney, and returned by the Chusan to Singapore, and thence by the company's other steamers to Southampton. He has been absent from England only [illegible] months. [illegible] the Daily News [illegible] the gentleman named has in reality [illegible] the world, [illegible] in one direction and [illegible] arrives at his starting point from an opposite direction. [illegible] Advices have been received that the [illegible] Chusan, which left London last year for Australia, via the Cape of Good Hope, will arrive [illegible] way of Cape Horn. When [illegible] will be [illegible] that have done so."

[illegible]—[illegible] are small, [illegible]. [illegible] day's work over [illegible] times, in two or three hours), he [illegible] dolent and dissipated [illegible]. He is never out of debt, and [illegible] claims upon him, and never pays till he [illegible] by order of some court. [illegible] compositors, and engaged them at exactly double the rate of pay they received in [illegible]. "Look at the distance," they would say; "[illegible] be so far off from your families to whom you must send money, sir!" The compositors said they would require five distributors. [illegible] would consider it beneath his dignity. [illegible] call—especially when he may [illegible] city, and strike if it pleases him. These [illegible] distributors do not know a single word of English; many cannot tell you the names of the letters; but they will fill a case as speedily and as accurately as any European. [Dickens' Household Words.

"Taking it Over."—Some years ago there was a good deal of excitement among the people in a certain town in C——— county, Vermont, on the subject of religion, and almost every man in the place was more or less awakened to a sense of his sinfulness, and made public declaration of his intention to lead a new life. Among the rest were three of the principal men of the village, (whom we will call M., B. and G.,) who, being all present at one of the meetings, took part in the proceedings, to the great joy of the faithful, and much to the astonishment of "the rest of mankind" then and there assembled. M. arose first, and having made a general confession of his unworthiness, said in conclusion that he had always intended to be an honest man, but if he had wronged any one he was willing to make full restitution. B. followed, speaking in pretty much the same manner, but saying that, as to restitution, if he had wronged any man, he was willing to [illegible] injunction, and "restore unto him fourfold." G. arose next and spoke of his sins and wickedness in quite as strong terms as the others had done, but coming to the "restitution" clause, he remarked with a caution characteristic of himself—"If there is any man that I have defrauded, I shall be most happy to sit down and *talk it over with him!*" [Boston Post.

Antiquarian Researches and the Bible.—The New York Commercial Advertiser, speaking of Layard's new work, entitled "Discoveries among the Ruins of Nineveh and Babylon," just published by Putnam, says:

"Mr. Layard's volume abounds with corroborations of the historical portions of the Old Testament. [illegible] palace after palace, and even tombs and hidden vaults testify to the minute truthfulness of that inspired volume. Hosts of witnesses are disentombed from the hoary and almost forgotten past, and, by the grandeur and majesty of their testimony, expose the shallowness and ignorance of scoffers of the present. It would be an interesting task to gather into one volume all these corroborations."

Singular Marriage.—The Dundee Record notices a singular marriage which took place at Weston, Steuben county, N. Y., on the 21st ult. The parties are John P. Emmerson and Mary Jane Bennett. The Record says:

"The bridegroom is about twenty-four years of age, a brother of a Mrs. Hoover, carrying on an extensive business as a tailoress at Weston. He has been at sea most of the time for some ten or twelve years past, and after an absence of about five years had just called up to see his sister. Finding that she had in her employ some sixteen or seventeen young women learning the trade, he strolled into the room in a free and easy manner, and told the girls that if there was any one there who wanted to marry him right off, say the word. The bride above-named forthwith dropped her work and declared herself ready for the nuptials. Within an hour from that time the parties were 'spliced.' A jolly wedding took place, and the next day he left his charming bride for a voyage on the briny ocean."

Life's Changes.—A lady of this city, who had been over-persuaded by her parents and her lover, whose affection did not reciprocate, to approach the hymeneal altar, on Tuesday evening last, plucked up courage, when the important question was put to her by the officiating clergyman, and resolutely answered "no," when, by the rubric, the proper reply would have been a faint blush, a soft sigh, and a whispered "yes." The consternation of all parties may be imagined, but not described. Remonstrance was in vain. *No*, said the young lady, and so it was. The swain was embarrassed, but not discouraged. Casting his eyes about the room, he inquired is there any lady here who will have me, if so, let her make it known. One arose and declared her willingness to undergo the infliction. A bargain was instantly struck, the knot was tied as quickly, and the parties have departed for the home of the gentleman in NewYork. [Cincinnati Gazette.

The Irish Heart.—One of the most admirable traits of the Irish character is the fine vein of true golden affection that runs through it. It is a perpetual thing to find in the newspaper accounts of how poor starving women, who have come from the old sod, and from day wages, have saved enough to bring over either an infirm father, a desolate and starving mother, or brother whose life was an eternal toil, with hardly a subsistence. These are noble traits of character, and may be found every where among the Irish peasantry. We see that even as far off as Australia what is so common in this country is noted. An Irish paper states that at the Limerick post-office letters are continually received, enclosing from $50 to $500, sent by poor emigrants to their poorer kin, to help them onward from the desolate home of their birth to those far off golden fields. [Mobile Tribune.

A Model Belle.—"Love in a cottage, indeed!" said Lauretta one day to one of her admirers, a sentimental swain. "I do not fancy the picture. A cottage always reminds me of pigs, and poultry, and dirty children, and slattish women, and coats out at elbows, and broken windows patched with paper, or stopped with old hats—things that I hold in utter abomination. Give me an elegant sufficiency—a handsome house in the city, splendidly furnished, in the most fashionable style—a dashing equipage—a well filled casket of jewels—a magnificent wardrobe—a circle of gay and fashionable acquaintances—a wealthy and *indulgent* husband—and then, perhaps, I might think of love."

In a Dilemma.—We were much amused by an incident which a friend of ours related to us the other day. A gentleman who had been absent for a considerable time, and who, during his absence, had raised a pretty luxuriant crop of whiskers, moustaches, etc., visited a relative, whose child—an artless little girl of five or six years—he was very fond of. The little girl made no demonstration towards saluting him with a kiss as was usual.

"Why, child," said the mother, "don't you know your uncle Hiram? Why don't you give him a kiss?"

"Why, ma," returned the little girl, with the most perfect simplicity, "I don't see any place."

What Gold Is Coming To.—The North American Review has an elaborate article on the production of gold and silver, in which the writer thinks it but the exercise of ordinary caution to assume that "the annual supply of the precious metals will not fall below a hundred millions of dollars for many years, and that in a quarter of a century this supply will depreciate money to one-half or one-third its present value."