NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, AT NO. 8 ST. CHARLES STREET, BY J. H. MADDOX

VOLUME VI. TUESDAY MORNING, OCTOBER 11 1853. NUMBER 186

SEA-GOING VESSELS.

CALIFORNIA.

FOR CALIFORNIA, via VERA CRUZ.—Passengers desirous of proceeding to California will find this route, via Vera Cruz, City of Mexico and Acapulco.—The new and magnificent steamship TEXAS, 1400 tons burthen, Henry Pinckney, commander, will leave New Orleans for Vera Cruz on the 1st and 14th of every month, at 4 o'clock, a. m., punctually, carrying the U. S. Mails. Stages will leave Vera Cruz daily for the City of Mexico, from Immediately on which one can be had.

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, foot of Julia street, opposite the Steamship Landing.

GALVESTON.

Will leave SUNDAY, October 16, at 8 o'clock A. M.

FOR GALVESTON, INDIANOLA, PORT LAVACA and MATAGORDA BAY—Regular New Orleans and Texas United States Mail Line of Steamships.—The new, magnificent steamship LOUISIANA, Jeremiah Smith, master, will leave as above. Freight for Galveston will be delivered at the end of the Ships' Tackle, free of Drayage. Freight for Indianola and Lavaca will be landed on the wharves contiguous to lightoage in Matagorda Bay without extra charge. For freight or passage, having elegant accommodations, apply to

HARRIS & MORGAN, foot of Julia street.

☞ This line having established its own pilot on Pass Cavallo Bay, will hereafter run in and out under the supervision of its own captain.

VERA CRUZ.

Will leave FRIDAY, October 14, at 8 o'clock A. M.

FOR VERA CRUZ—U. S. Mail Line.—The new and magnificent steamship TEXAS, Clifton, commander, Henry Pinckney, commander, will leave for Vera Cruz as above punctually, carrying the U. S. Mails.

Table of Passage.....

Cabin.....$50

Steerage, and board.....$30

Measurement goods, at usual rate.

☞ For freight or passage, having elegant accommodations for cabin and steerage passengers, apply to

HARRIS & MORGAN, foot of Julia street, opposite the Steamship Landing.

☞ Passports must provide themselves with the steamer's Rolls of Lading, as no others form will be signed.

FOR VERA CRUZ.—The fine A 1 fast sailing schooner BONITA, Captain Joseph Silva, having part of her cargo engaged, will leave as above with despatch. For balance of freight, or passage, apply to

MASELLI & CO. 61 Common st.

LIVERPOOL.

FOR LIVERPOOL.—The A 1 American ship HARTLEY, Captain Morrill, will have immediate dispatch. For freight, or 100 bales Cotton, apply to

GIFFNEY & LOVELL, 114 Common street.

FOR LIVERPOOL.—The fine A 1 fast sailing American ship BELL ROCK, Captain Fox, 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. s.a10

FOR LIVERPOOL.—The A 1 American ship GRANADA, Captain Batchelder, will have immediate dispatch. For heavy freight, apply to

GIFFNEY & LOVELL, 114 Common street.

FOR LIVERPOOL.—The A 1 very fast sailing ship COURIER, Captain Gemmell, having a large part of her cargo engaged, will have early dispatch. For freight or passage, apply on board, foot of Canal st., or to F. W. HOMES, 61 Carondelet st.

FOR LIVERPOOL.—The A 1 very fast sailing packet ship COURIER, Capt. Gemmell, will have immediate dispatch. For freight or passage, apply to

J. T. ROBINSON, 25 Bank Place.

FOR LIVERPOOL.—The A 1 fast sailing American ship CROMWELL, Captain Ball, is now loading and will have quick dispatch. For freight of 100 bales Cotton or 100 bales Cotton, apply to

J. P. WHITNEY & CO. 61 Camp street.

☞ For passage, apply to the Captain on board. s.a10

BRISTOL.

FOR BRISTOL.—The A 1 fast sailing American ship LADY FRANKLIN, Capt. Trott, having the most of her cargo engaged, will have quick dispatch. For balance of freight, apply to J. P. WHITNEY & CO. 61 Camp st.

☞ For passage, having splendid accommodations, apply to the Captain on board. s26

HAVRE.

FOR HAVRE.—The A 1 fast sailing ship MARTHA J. WARD, Storer, master, having a large part of her cargo engaged, will have early dispatch. For freight of 500 bales Cotton, apply to J. P. WHITNEY & CO. 61 Camp st.

☞ For passage, having unexcelled accommodations for both cabin and steerage passengers, apply to the Captain on board. s26

BOSTON.

FOR BOSTON.—The A 1 packet brig SARAH OLNEY, Gokey, master, having a large portion of her freight engaged, will have quick despatch. For balance of freight, or passage, apply to GEO. W. HYNSON, 80 Camp st.

FOR BOSTON—Pearson & Co. Line of Packets.—The A 1 packet ship RICHMOND, Hallett, master, having large parties of her cargo engaged, will have quick despatch. For balance of freight or passage, apply to

GEO. W. HYNSON, 80 Camp street.

FOR BOSTON—Regular Line of Packets.—The A 1 packet ship SHEFFIELD, Sears, master, having a large portion of her cargo engaged, will have quick despatch. For balance of freight, or passage, apply to

G. W. HYNSON, 80 Camp street.

NEW YORK.

FOR NEW YORK—Southern Line.—The A 1 fast sailing packet ship Governor MOBILE, Hedges, master, is now loading and will have immediate dispatch. For freight or passage, having superior accommodations, apply on board or to

ROBERT WILLIAMS & CO. 75 Camp street, entd

PHILADELPHIA.

FOR PHILADELPHIA—Heron & Marlin Line.—The A 1 new brig MAY QUEEN, Capt. Pierce, is now sailing and will have quick despatch. For freight or passage, apply to GEO. W. HYNSON, 80 Camp street. s21

THE A 1 fine clipper ship COURIER, Capt. Gemmell, is now at Philadelphia and will have despatch. For freight or passage, apply to J. T. ROBINSON, 25 Bank Place.

FOR FREIGHT OR CHARTER—The A 1 schooner ROAM, Capt. J. B. Gunthen. Apply on board or to F. J. HART & CO. 79 Tchoupitoulas street.

HEAVY FREIGHT—200 tons wanted for an A 1 fast sailing ship for Liverpool. Apply at 81 Bank Place.

WANTED—A vessel of the capacity of 200 tons or a half share in the same, for New York. Apply to J. H. ASHRIDGE & CO. 81 St. Charles street.

NEW ORLEANS EMIGRANT AND REMITTANCE OFFICE.—The undersigned, at the long established office, continues to accommodate persons desirous of purchasing passage tickets to Ireland, England, Scotland, with sterling night draughts, payable in any part of the United Kingdom, free of charge, and in return to emigrants, he also, as usual, continues having passengers to meet their friends on their ship's arrival, on good ship and reasonable terms. Particulars, giving as distinct a letter (post paid) as the circumstances will admit, will be promptly attended to.

JOHN FOLEY, 75 Bank Place.

THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The Ships composing this Line are the

ATLANTIC, Captain West. PACIFIC, Captain Nye.
ARCTIC, Captain Lott. BALTIC, Captain Comstock.
ADRIATIC, Captain ——.

These Ships have been built by contract, expressly for Government service, every care has been taken in their construction, as in the fitting of their engines, strength and speed, and their accommodations for passengers are unequalled for comfort and convenience.

Price of passage from New York to Liverpool is first cabin $120; exclusive of wines, cabin state rooms, $200; in second cabin, $70; from Liverpool to New York $80 and $40.

An experienced Surgeon attached to each ship.

No berths can be secured until paid for.

PROPOSED DATES OF SAILING.

From New York, 1852-'53.		From Liverpool, 1852-'53.
SATURDAY, February 5.	WEDNESDAY, February 9.	WEDNESDAY, February 23.
SATURDAY, February 12.	WEDNESDAY, February 16.	WEDNESDAY, March 2.
SATURDAY, March 5.	WEDNESDAY, March 9.	WEDNESDAY, March 23.
SATURDAY, April 9.	WEDNESDAY, April 6.	WEDNESDAY, April 20.
SATURDAY, April 23.	WEDNESDAY, April 20.	WEDNESDAY, May 4.
SATURDAY, April 30.	WEDNESDAY, May 4.	WEDNESDAY, May 18.
SATURDAY, May 14.	WEDNESDAY, May 18.	WEDNESDAY, June 1.
SATURDAY, May 28.	WEDNESDAY, June 1.	WEDNESDAY, June 15.
SATURDAY, June 11.	WEDNESDAY, June 15.	WEDNESDAY, June 29.
SATURDAY, June 25.	WEDNESDAY, June 29.	WEDNESDAY, July 13.
SATURDAY, July 9.	WEDNESDAY, July 13.	WEDNESDAY, July 27.
SATURDAY, July 23.	WEDNESDAY, July 27.	WEDNESDAY, August 10.
SATURDAY, August 6.	WEDNESDAY, August 10.	WEDNESDAY, August 24.
SATURDAY, August 20.	WEDNESDAY, August 24.	WEDNESDAY, September 7.
SATURDAY, September 3.	WEDNESDAY, September 7.	WEDNESDAY, September 21.
SATURDAY, September 17.	WEDNESDAY, September 21.	WEDNESDAY, October 5.
SATURDAY, October 1.	WEDNESDAY, October 5.	WEDNESDAY, October 19.
SATURDAY, October 15.	WEDNESDAY, October 19.	WEDNESDAY, November 2.
SATURDAY, October 29.	WEDNESDAY, November 2.	WEDNESDAY, November 16.
SATURDAY, November 12.	WEDNESDAY, November 16.	WEDNESDAY, November 30.
SATURDAY, November 26.	WEDNESDAY, November 30.	WEDNESDAY, December 14.
SATURDAY, December 10.	WEDNESDAY, December 14.	WEDNESDAY, December 28.
SATURDAY, December 24.	WEDNESDAY, December 28.	

For freight or passage, apply to

EDWIN COLLINS & CO., 76 Wall street, N. Y.
BROWN, SHIPLEY & CO., Liverpool.
E. S. ROBERTS & CO., 13 King's Arms Yard, London.
JOHN KENNEDY, Agent at Havre.
GEO. H. DRAPER, Havre.

☞ These vessels of these lines will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

FOR BALTIMORE, WASHINGTON, BOSTON, PHILADELPHIA AND NEW YORK—THE SHORTEST LINE FOR THE EAST!—BALTIMORE AND OHIO RAILROAD, from Wheeling to Baltimore, and connecting with the Washington Branch Railroad at the Junction, (lately called the Relay House,) nine miles from Baltimore, and with the Philadelphia, Wilmington and Baltimore Railroad to Philadelphia.

The great launch upon the new part of the line are now fully completed, and the whole road is in the best condition, presenting one of the most picturesque and romantic routes in the world. The greatest care for the comfort and safety of passengers is constantly exercised by the officers and agents of this company, and there is no route now open to the United States, notwithstanding the reports of interested and unprincipled agents of other routes to the contrary.

The new and splendid steamers of the Union Line from Louisville, Steubenville and Cincinnati, connect with the road at Wheeling, and through tickets from those places to Baltimore, Washington, Philadelphia, and points to East of Wall & Walnut, Book Agents, and Fulton & Newell, Levee, St. Louis, can be had at the office of THOS. LINN, agent, at Louisville. The steamers leave the wharf at Louisville daily for Wheeling, where passengers and baggage are carefully transferred to the cars.

The Express Mail Train leaves Wheeling daily, (Sundays excepted) at 3 p. m., and arrives at Cumberland, (261 miles) at 7, p. m., and allowing two hours for refreshments at Cumberland, arrives at Baltimore the next morning, in full time to connect with early Washington and Philadelphia trains, making the passage through from Wheeling in less than twenty hours, including stoppages.

Travelers will not fail to observe that this is THE CHEAPEST as well as one of the most pleasant routes to the East.

Baggage checked through to any of the Eastern points without charge. Passengers and baggage are transferred to the cars for Washington at the Junction, and for Philadelphia, at Baltimore, without extra charge. Travelers are allowed ample time and opportunity to all points to obtain their meals.

Through tickets from St. Louis, (including meals, etc., on the boat to Louisville,) to Baltimore, (with the privilege of lying over anywhere on the route,) $12; to Washington, $13; to Philadelphia, $15. To be had of the Agents as above, only.

The Railroad fare from Wheeling to Baltimore is $6 50; to Philadelphia or Washington, $8 50.

☞ When the boats stop running on the Ohio for the season, passengers may reach Wheeling by way of Columbus and Zanesville, Ohio.

☞ Freight to all Eastern points, by Railroad, direct and speedy line, (which is now prepared to do an immense business,) will be taken as low as by any other route. All property carefully handled, and delivered in good order.

Inquire as above, and of

JOSEPH E. RIDER, No. 40 Commercial street, corner of Pike.

WM. PARKER, General Superintendent, Baltimore.

NEW YORK GAS REGULATOR COMPANY, OFFICE, 208 BROADWAY.—THE OFFICE OF THE NEW YORK GAS REGULATOR COMPANY has been permanently established at 208 Broadway, between Chambers and Reade streets, where it now prepared to sell Kidder's Patent Gas Regulator to private consumers of Gas, Gas Companies, and others throughout the United States.

Proposals are invited from all places in the United States where Gas is used or made, or should be introduced, for the sale of Rights to use Kidder's Patent Gas Regulator. If desired, proposals will be received for the formation of Companies in the various cities on advantageous terms.

This valuable machine has received the highest scientific recommendations, as well as the unqualified approbation of the largest consumers of Gas in the United States, after long experience of its economizer of Gas, while at the same time it improves the quality of the light, beyond doubt, the most economical machine ever applied to Gas Lighting Apparatus, and brings this best of lights to the same or lower cost than oil, or the dangerous compounds of spirits or fluids.

Pamphlets containing a description of the Regulator and Testimonials of its values, may be had at the office of the Company, for they will be sent by mail.

T. CLARKE, Secretary. jy29 3m.

FLOUR—150 bbls. Extra and Superfine, in store and for sale by E. M. DALEY, 88 Tchoupitoulas st.

SPIRITS TURPENTINE—120 bbls. for sale by A. DELAGRAVE & CO. 71 Magazine street. sep24

SULPHATE QUININE—2500 ounces, in store and for sale by E. J. HART & CO., 79 Tchoupitoulas street.

STEAMBOATS.

MOBILE.

FOR MOBILE, BAY ST. LOUIS AND PASS CHRISTIAN.—Daily U. S. Mail Line.—Summer Arrangement.—The splendid low-pressure packet steamers OREGON, Capt. R. A. Hiern, and FLORIDA, Capt. ——, will leave the Levee, foot of Canal street, every afternoon (Sundays excepted) at 4 o'clock, for the above ports, and will leave the Penitentiary Railroad DAILY, on arrival at the Lake of the 10 o'clock a. m. cars, stopping at Bay St. Louis and Pass Christian daily, going and returning, and at Pascagoula on Wednesdays and Saturdays going, and Mondays and Thursdays returning.

☞ The Letter Bag for Mobile and above places will leave the office of the Agent on board at 11 o'clock a. m.

☞ Letters for East of Mobile must be put in the mail, or they will be detained one day at Mobile.

☞ Freight for Bay St. Louis and Pass Christian ought to be sent for steamers CALIFORNIA or OREGON.

H. GEDDES, Agent, 16 Bank Place.

WATERING PLACES.

LAKE SHORE PACKET STEAMER CREOLE.—Fall Arrangement.—FOR ORLEAN SPRINGS, BILOXI, AND ALL INTERMEDIATE LANDINGS.—The new and splendid low pressure steamer CREOLE, Charles Walker, master, built expressly for this trade, with superior accommodations, will leave the Carrollton and Jackson Railroad depot, on arrival at the Lake of the Cars, as follows:

MONDAYS.....by 8 A. M. Cars | FRIDAYS.....by 3 A. M. Cars
WEDNESDAYS.....by 8 P. M. Cars | SATURDAYS.....by 3 P. M. Cars

—At the Penitentiary Railroad, on arrival at the Lake of the Cars, as follows:

Leave New Orleans:		Leaves Ocean Springs:	
MONDAY	by 6 A. M. cars	TUESDAY	at 6 A. M.
WEDNESDAYS	by 4 P. M. cars	THURSDAY	at 6 A. M.
FRIDAYS	by 8 A. M. cars	SATURDAY	at 6 A. M.
SATURDAYS	by 4 P. M. cars	MONDAY	at 6 A. M.

☞ Freight received at the Railroad all the week up to 4 o'clock on Saturday.

☞ The Way Letter Bag will leave the office of the Agent on Mondays and Wednesdays, at 8½ o'clock a. m., and on Fridays and Saturdays at 4 o'clock p. m.

☞ Fare to Bay St. Louis and Pass Christian $2; Children and servants $1 50; Deck $1. Fare to Mississippi City, Biloxi and Ocean Springs, $3 50; Children and Servants, $1 50; Deck, $1.

s16 H. GEDDES, Agent, 16 Bank Place.

OUACHITA RIVER.

FOR POINT PLEASANT, BAYOU BARTHOLOMEW, OUACHITA CITY, TRENTON, MONROE, COLUMBIA, HARRISONBURG, TRINITY and all landings on Ouachita River.—Regular Ouachita River Packet TRENTON.—The steamer TRENTON, James Shannon, master, having been thoroughly overhauled and repaired, and having a new boiler, is now in good order, and will leave for the above ports on about October 15. For freight or passage, apply to

McDOWELL, JR. & BELL, 75 Poydras street.

VICKSBURG.

Will leave WEDNESDAY, October 12, at 5 o'clock p. m.

FOR PRINCETON, MILLIKEN'S BEND, LAKE PROVIDENCE, VICKSBURG, GRANT'S CUT, DELTA, MOUNT VERNON, SATCHEZ, FORT ADAMS, BAYOU SARA, EATON ROUGE, and all intermediate landings.—The fine packet steamer SAXON, James Roberts, master, will leave as above. For freight or passage, apply on board or to

STROTHER & BROS., Agents, 85 Poydras street.

☞ The Saxon will have a Clerk on the Levee, foot of Canal street, early on Monday morning, receiving freight.

Will leave FRIDAY, October 14, at 5 o'clock p. m.

FOR GRAND LAKE LANDING, PLAUCHEVILLE, LAKE PROVIDENCE, MILLIKEN'S BEND, VICKSBURG, GRAND GULF, ROBINET, NATCHEZ, FORT ADAMS, BAYOU SARA, BATON ROUGE.—Regular Packet Steamer SOUTHERN BELLE.—The new, magnificent passenger packet steamer SOUTHERN BELLE, Captain J. M. White, will leave as above. For freight or passage, apply on board or to

SMITH & FIMISTER, 33 Poydras street.

☞ The Southern Belle will take Yazoo freight, with the privilege of reshipping.

☞ There will be a Clerk on the Levee, foot of Canal street, on Thursday morning, to receive freight. o11

MEMPHIS.

Will leave THURSDAY, October 13, at 5 o'clock p. m.

FOR MEMPHIS, HELENA, MOUTH OF PHILLIPS POINT, COLUMBIA, GREENVILLE, GRAND LAKE and all the Bends.—Regular Memphis Packet LOUISA.—The new and light draught passenger steamer LOUISA, Captain Keisling, will leave as above. For freight or passage, apply on board or to

WHITE & BECHANAN, 37 Fulton street, or to SHAW & ZUNTS.

ST. LOUIS.

Will leave THURSDAY, October 13, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings.—The regular St. Louis packet JACOB D. EARLY, Capt. E. Hodges, having part of her freight engaged, and will leave as above, or freight or passage, having superior accommodations, apply on board, or to

The J. D. Early will take freight for Helena, Napoleon, and Columbia.

Will leave TUESDAY, October 11, at 5 o'clock p. m.

FOR ST. LOUIS, CAIRO, HICKMAN AND MEMPHIS.—THE NEW YORK E. AVERY, Richard Rosecrans, master, is now receiving freight and will leave for the above and all intermediate landings as above. For freight or passage, apply on board, or to

McDOWELL, JR. & BELL, 75 Poydras street, or to J. J. GUILLOT, 16 Magazine street.

Will leave TUESDAY, October 11, at 4 o'clock p. m.

FOR ST. LOUIS, CAIRO, MEMPHIS and all intermediate landings.—The new and light draught passenger steamer CATARACT, Captain J. D. Hodges, is now in port ready to receive freight and will leave as above. For freight or passage apply on board, or to

WHITE & BUCHANAN, 37 Fulton st.

ALABAMA RIVER.

FOR MONTGOMERY, WETUMPKA, SELMA, and all landings on Alabama River, on the New Basin, EVERY Alabama WEDNESDAY, Regular Alabama River Packet WETUMPKA, D. H. Swan, master, will receive for regular trips in the above trade on WEDNESDAY, October 12, leaving New Orleans and Montgomery Every Alternate Wednesday.

☞ Shippers may rely on strict attention to all business entrusted to her.

☞ For freight or passage, having superior accommodations, apply on board or to

McDOWELL, JR. & BELL, 75 Poydras st.

☞ On her first trip, the W. will leave via the River. o6

FOR MONTGOMERY, WETUMPKA, SELMA and all landings on Alabama River, via New Basin, EVERY ALTERNATE WEDNESDAY, Regular Alabama River packet steamer ALABAMA, Captain Rice, master, will receive for regular trips in the above trade on WEDNESDAY, October 12, leaving New Orleans and Montgomery EVERY ALTERNATE WEDNESDAY. Shippers may rely on prompt despatch and strict attention to all business entrusted to her care. For freight or passage, having superior accommodations, apply to

McDOWELL, JR. & BELL, 75 Poydras st., Agents.

☞ On her first trip, she will leave from Poydras street wharf. o6

FOR MONTGOMERY, WETUMPKA, SELMA and all landings on Alabama River, via New Basin, EVERY ALTERNATE WEDNESDAY, Regular Alabama River Packet GEORGIA.—The elegant new and splendid built passenger steamer GEORGIA, Captain J. C. Biscoe, commanding, will receive for regular trips in the above trade on or about October 26, leaving New Orleans and Montgomery EVERY ALTERNATE WEDNESDAY. Shippers may rely on prompt despatch and strict attention to all business entrusted to her care. For freight or passage, having superior accommodations, apply to

STEIN & MACAULAY, 65 Tchoupitoulas street.

TO STEAMBOAT CAPTAINS and OWNERS.—Notice is hereby given, that on January 1st, 1852, the undersigned has this day commenced a GENERAL STEAMBOAT AGENCY on his own account, and will continue himself exclusively to such business, in the City of New Orleans. He will continue his transactions 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 business, together with his general acquaintance with steamers, that he may secure a liberal patronage and establishment of a permanent business, he will make no

Messrs. WATERS, CAMDEN & CO., New Orleans.
" DONOE & WALWORTH, "
" BRIDGE & BRO., "
" WHITE & BUCHANAN, "
Captain GEO. W. CABLE, steamer L. M. Kennett.
" W. W. BAKER, Delaware.
" R. M. HUNTER, Ambassador.

jun11 J. J. CHILDS, Office 36 Poydras street, New Orleans.

PENNSYLVANIA RAILROAD.—THIS ROAD, BEING NOW COMPLETED, IT OPENS A COMMUNICATION BETWEEN PITTSBURGH AND PHILADELPHIA, VIA PITTSBURGH AND BALTIMORE, by which Freight from the West can reach an Eastern Market quicker and cheaper than by any of the present rival routes. The Road is 354 miles in length, and is the shortest route from ST. LOUIS, LOUISVILLE, CINCINNATI, WHEELING, and all the different points on the Western Waters, also with the Cleveland and Pittsburgh Railroad at Pittsburgh.

Cars run through between Pittsburgh and Philadelphia, without transhipment of Freight, and a quick despatch can be appreciated by all shippers.

In case of obstruction of Navigation by low water, freight offered westward can be forwarded from Pittsburgh to Cincinnati, or towns in the interior by Railroad.

Rates of Freight between Pittsburgh and Philadelphia or Baltimore.

First Class.	Winter Rates.	Summer Rates.
Dry Goods, Books and Stationery, Boots, Shoes, Hats, and Carpeting, Furs and Peltries, Feathers, Saddlery, etc.	$1 per 100lbs.	75 cts.
Second Class.		
Brown Sheetings and Shirtings in bales; Drugs, Groceries, Spices, Coffee, Hardware, Hollow Ware, Machinery, Oil Cloth, Wool, etc.	85 cts.	60 cts.
Third Class.		
Butter in Firkins and Kegs, Candles, Cotton, (in winter,) Queensware, Tallow, Tobacco, (in less or Manufactured, (Eastward,) Pork, etc.	72 cts.	50 cts.
Fourth Class.		
Bacon, Cotton, (in summer,) Flour, Lard, and Land Oil, (through) Pork, fresh or salt, per barrel or cask	63 cts.	40 cts.

GEO. C. FRANCISCUS, Freight Agent, Pittsburgh.
E. J. SCHOFIELD, Freight Agent, Philadelphia.
MAGRAW & CO., Freight Agents, Baltimore.
J. L. ELLIOTT, Freight Agent, 7 West street, New York.
jy29 3m H. H. HOUSTON, General Freight Agent, Philadelphia.

BRIDGEWATER FIRE AND WEATHER PROOF PAINT DEPOT, No. 70 Camp street.—The public are respectfully notified that the undersigned, having now completed the erection, at the mine, of two addition mills, and the difficulty heretofore experienced in supplying the demand for ground in oil, will, for the future, be effectually remedied. All orders now on file will upon being promptly filled.

It is the intention of the Company, in a few weeks, to manufacture lead, green, and other colors, from the Bridgewater ores, which will be moved early introduced in the market in convenient sized packages.

The dry mineral can be mixed with linseed (instead of oil) for ordinary purposes, in covering wood and brick—any one-twentieth thick, well dulled. This experiment has been tested at the North, and more recently in this city, and works admirably. For directions, description of properties, certificates, etc., see pamphlet, which may be had at the depot or any of the Sub-Agents.

Dry, in barrels, weighing 400 to 500 lbs.
Dry, in half barrels, weighing 200 to 250 lbs.
Ground in oil, in kegs of 25, 50 and 100 lbs.

For sale by G. C. BOSERT & CO., 70 Camp street.

Agents for the States of Louisiana, Alabama, Mississippi and Texas, and by the city Sub-Agents. o17

BRIDGEWATER PAINT DEPOT, No. 70 Camp street.—The Agents of the celebrated BRIDGEWATER MINERAL PAINT, keep constantly on hand a full supply of Dry, in barrels and half barrels, ground in oil, in kegs of 25, 50, and 100 pounds each. Also, Black, manufactured from the Bridgewater, all of which will be found superior for any coloured house. For a full description of its properties, certificates, etc., see pamphlet, which can be had at the depot.

G. C. BOSERT & CO.
Agents for the States of La., Ala., Miss. and Texas.

LIME—2000 barrels fresh Rockland and Thomaston, Lime, for sale by JOHN G. HARDILL & CO. 98 Magazine street.

PALM OIL—15 casks, for sale by JOHN G. HARDILL & CO. 98 Magazine street.

ROSIN—200 bbls. No. 2, for sale by JOHN G. HARDILL & CO. 98 Magazine street.

THOMASTON LIME.—2000 bbls. Thomaston Lime, cargo bark A. F. Kimball, now landing and for sale by A. DELAGRAVE & CO. 71 Magazine street.

RED ASH COAL—100 casks broken and screened, on board ship Caledonia Evander, of best quality, for sale by J. H. ASHRIDGE & CO., 81 St. Charles street.

QUININE—2000 oz. in store and for sale by E. J. HART & CO., 79 Tchoupitoulas street.

INSURANCE COMPANIES.

Crescent Mutual Insurance Company.

☞ In conformity with the requirements of their Charter, the Company submit the following statement:

Amount of Premiums received for the year ending July 12, 1852.....$932,807 59
Uninterrupted Risks, July 12, 1852.....196,106 13
$928,913 72

Whole amount of Premiums for year ending July 12, '53, viz:

Premiums on Fire Risks	$771,542 53
Premiums on Marine Risks	218,787 19
Premiums on River Risks	24,038 00
Premiums on Life Risks	9,443 90
	$1,023,811 72
Less Premiums on Risks not terminated	$118,948 26
Return Premiums	19,747 98
	$137,113 24
Amount of Earned Premiums for year ending as above	$771,698 48
Losses paid during the same period:	
On Fire Risks	$193,547 67
On Marine Risks	108,256 91
On River Risks	117,017 83
On Life (Policy Purchased)	565 72
	$419,388 13
Reinsurance, Expenses, etc., less Int. dis., etc.	4,463 14
	$423,351 07
Net Earned Profits for the year ending July 12, '53	$348,375 39

The Company have, the following assets:

Invested in Bonded Mortgages on property worth double the amount loaned thereon	$257,269 77
Bills Receivable, being Notes for Premiums	108,256 89
Invested in Real Estate, estimated Cash Value	75,000 00
Due for Premiums in course of Collection	18,368 07
Cash on hand	272,488 18
	$731,382 91

State of Louisiana, Parish of Orleans, City of New Orleans: Be it remembered that on the 30th July, 1853, before the undersigned, a Justice of the Peace in and for the City aforesaid, personally appeared Charles J. Manson, Secretary of the Crescent Mutual Insurance Company of New Orleans, who being duly sworn according to law, does depose and say, that the above account is just and true, and a correct transcript from the Books of the said Company.

C. J. MANSONI, Secretary.

Sworn to and signed before me this 30th day of July, 1853.

CHARLES RICHARDSON, Third Justice of the Peace, Parish of Orleans.

The Board of Trustees have resolved to pay an interest of six per cent. in cash on the certificates of Profits for the years 1850, 1851, and 1852, to the holders thereof, or their legal representatives, on and after the Eighth day of August, proximo.

The Trustees have also declared a Dividend of "Thirty-five" per cent. on the net earned Premiums of the Company for the year ending the Twelfth day of July, 1853, for which certificates will be issued on and after the 91 Monday in September next.

THOS. A. ADAMS, President.
MOSES GREENWOOD, Vice President.

C. J. MANSONI, Secretary.

TRUSTEES.

H. M. Wright,	Wm. F. Converse,	J. A. Sarrell,
David Hodgen,	Samuel Hall,	M. O. H. Norton,
J. W. Zacharie,	George Jones,	Louis DeSadier,
R. N. White,	J. Hilfford,	John Delacroix,
Wm. Fellowes,	P. Sharp,	C. J. Manson,
R. R. Sumner,	C. T. Badeaux,	J. W. Stanton,
Fr. Cumerdieu,	J. C. Payne,	John D. Rein,
G. S. Hawkins,	W. F. Vredenburgh,	J. W. Carroll,
J. G. Stamps,	Henry H. Kennedy,	Magin Pulz,
W. G. Robinson,	J. Taylor,	Wm. Vogel,
M. Heine,	T. C. S. Yville,	

Office Home Mutual Insurance Company OF NEW ORLEANS.

☞ The following statement of the affairs of the Company is published in conformity with the requirements of their Charter:

Amount of premiums on policies issued for the year ending Dec. 31, 1852:	
For Fire Premiums	$154,965 46
For River Premiums	19,736 95
For Marine Premiums	81,747 11
Total Premiums	$253,949 52
Less return Premiums	61,659 54
Less Premiums on risks not terminated (reserve)	30,963 98
	$92,623 52
Earned Premiums for the year	$161,326 00
Paid during the same period for losses, viz:	
For Fire Losses	$35,349 17
For River Losses	38,181 16
For Marine Losses	27,852 16
	$101,382 49
Amount remuneration and expenses, from interest, etc	30,969 45—131,351 87
Net earned profits for the year ending Dec. 31, 1852	$61,626 00
The company have the following assets, viz:	
Bills receivable, being subscription notes	$147,840 11
Invested in Real Estate, at first cost	16,000 00
Due for premiums, in course of collection	3,461 89
Cash on hand	30,048 37
Total amount of assets	$208,348 66

STATE OF LOUISIANA, } PARISH OF ORLEANS, City of New Orleans. }

Be it remembered, that on the 16th of January, 1853, before me, the subscriber, a Justice of the Peace in and for the city aforesaid, personally appeared Alexander Pitcher, President, and James M. Wheeler, Secretary of the Home Mutual Insurance Company of New Orleans, who being duly sworn, according to law, do depose and say, that the above accountants just and true, and a correct transcript from the books of the company.

JAMES H. WHEELER, Secretary. A. BROTHER, President.

Sworn to and subscribed before me, this the 16th day of January, 1853.

C. V. JONTE, Second Justice of the Peace of the Parish of New Orleans.

☞ The Board of Trustees have declared a dividend of Forty-Nine per cent. on the net earned premiums of the Company for the year ending December 31, 1852, for which certificates will be issued on and after the 1st of March next.

The Company continues to insure against the perils of the Sea, Rivers and Lakes or damage by Fire, at the current rates of premium. Office, 48 Camp street.

JAS. H. WHEELER, Secretary. JOHN E. SHAW, President, New Orleans, Jan. 18, 1853.

TRUSTEES.

John E. Shaw,	S. L. Levy,	J. E. Caldwell,
John Thomas,	H. May,	W. L. Lanier,
J. J. Green,	E. R. Converse,	Wm. Vezia,
John G. Woodruff,	John H. Oyme,	S. de Vis et,
Wm. Kness,	John Hall,	Robert Dale,
Samuel Stewart,	Rufus Mellhenny,	W. Bogart,
R. W. Hillman,	J. G. Coates,	J. Bayle,
S. G. Nelson,	J. A. Dougherty,	J. Bogart,
S. Shaw,	A. V. Sarzin,	John Reda sunny,
Manuel White,	T. B. Taylor,	W. H. Leonard,
E. H. Rogers,	John C. Goodrich,	jan17 d

New Orleans Agency of the Mutual Protection Insurance Co. of Nashville, Tenn.

☞ This Company will insure on the Mutual Principle, the loss, liability, risks, etc., against LOSS or DANGER by FIRE, and to a Charge of Vessels of every description against THE PERILS OF THE SEA, RIVERS AND LAKES.

☞ All persons having their property insured in this last choice are entitled to a full participation in the profits, without any liability to loss.

☞ About 9 o'clock in the evening, the [illegible] came upon the body, lying at full length under the shelter of a stout cedar. The tops and drooping limbs of this tree are so thick as frequently to keep the snow from falling for a space around the roots. Mr. Schlatter, conscious that his fate was fixed, had crawled under this shelter, and calmly lay down to die—his compass was laid one side, his hat and wig remained on the other; and he was found—the vital warmth not all gone—lying with his hands folded across the breast, his [illegible] and [illegible] straight, and the face upward.

[illegible] a scene! The venerable cedar [illegible] the snow, the winter wind moaning through its branches. [illegible] the dreary expanse of snow the [illegible] on the surface of the ground. In the midst of the circle, a dead body, not frozen or disfigured, the countenance not even disturbed by agony, the eyes closed, but no doubt remained that it was the repose of death. By the glare of the lights the face of the living contrasted vividly with that of the dead, expressing the deep emotions of the human heart—pity, wonder and sympathy. The body was taken on a litter to the Quincy mine, and is buried there.

UPS AND DOWNS OF WALL STREET.—In walking up Broadway a day or two since, our attention was arrested, in common with thousands of others on the sidewalk, by the appearance of a *very* dashing equipage. A pair of dandy horses, with rigolettes on their heads, and an uncommonly highly polished carriage. The whole turn-out, including the sable driver, may be fitly described as "nigger fine." On glancing at the occupant of the carriage, who sat with folded arms "alone in his glory," in the back seat, we were somewhat surprised to recognize [illegible] two or three years since, was apparently a very different circumstances—hard up, we may say, for "[illegible] as a five dollar bill." On expressing [illegible] at this brilliant appe[illegible] markable metamorphosis, a friend [illegible] the secret by saying that the Fifth Avenue in the dashing vehicle had been gambling in stocks—*and had won!*

Presently we met another gentleman in "high feather," who but a year or two ago was known as a "lame duck" in Wall street. "That man," said our friend, "has had a lucky turn of the cards. He has made a hundred and fifty thousand dollars within the past year on the fall of Cumberland Stock."

And this is the way sudden fortunes are made in New York; and this accounts for the sudden appearance of those *nouveau riche* who "astonish the natives" by dashing in such dazzling splendor through Broadway. When you see a *very* glittering equipage rolling through the streets, you may be pretty sure that its owner plays see-saw in Wall street, or—*keeps a house up town.* [N. Y. Mirror.

EXTRAVAGANCE.—A full grown buckeye in rather an oblivious and "balmy" state tumbled into a stage coach one bright morn, beside a traveler who was in pursuit of knowledge, certainly at that time, "under difficulties." After the