NEW ORLEANS DAILY CRESCENT.

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, BY NIXON, ADAMS & CO., AT NO. 70 CAMP STREET.

VOLUME VIII. WEDNESDAY MORNING, OCTOBER 17, 1855. NUMBER 158.

SEA-GOING VESSELS.

Will leave on THURSDAY, 18th inst., at 8 o'clock A. M.

FOR GALVESTON AND MATAGORDA BAY—U. S. Mail Line—The steamship MEXICO, John T. Lawless, commander, will leave punctually as above.

HARRIS & MORGAN, foot of Julia street.

☞ A steamship of this line will leave every SUNDAY and THURSDAY.

☞ Shippers will please provide themselves with the steamers' bills of lading. No other form will be signed. o6

Will leave THURSDAY, Oct. 18th, at 8 o'clock, A. M.

FOR BRAZOS SANTIAGO, direct. The New Orleans and Texas United States Mail Line—The new and magnificent steamship NAUTILUS, John S. Thompson, commander, will leave as above, punctually. For freight or passage, having elegant state-room accommodations, apply to HARRIS & MORGAN, foot of Julia street, opposite the Steamship Landing.

☞ All freight shipped by the Nautilus will be delivered to Captain Kennedy, of the steamer Grampus, unless otherwise directed.

☞ Shippers must provide themselves with the steamer's bills of lading. No other form will be signed. o9

NEW ORLEANS AND TEXAS UNITED STATES

Mail Line.

FOR GALVESTON AND MATAGORDA BAY—The following new and magnificent Steamships will hereafter leave on SUNDAY and THURSDAY, at 8 o'clock A. M., punctually:

CHARLES MORGAN, Henry Place, Commander.
MEXICO, John T. Lawless, do
LOUISIANA, Wm. H. Talbot, do
PERSEVERANCE, Henry Sheppard, do

Delivering freight for all points in Western Texas, at the end of the Steam Packing, Powderhorn, Lower Indianola.

☞ Shippers will please provide themselves with the steamer's Bills of Lading, as no other form will be signed.

HARRIS & MORGAN, foot of Julia street.

P. S.—This Line having established its own Pilot on Pascagoula Bar, the steamers will hereafter be taken in and out under the superintendence of its own Captains. se28 tf

FOR BOSTON—The fine fast sailing packet ship FRANCONIA, Wilson, master, having most of her cargo engaged, will have dispatch. For balance of freight or passage, apply to

o18 GEO. W. HYNSON & CO., 82 Camp street.

FOR BOSTON—Merchants' Line.—The new fast sailing packet bark GOV. HUBBARD, Tolman master, is now loading at Post 23, First District, and will have quick dispatch. For balance of freight or passage, having fine state room accommodations, apply on board or to

o16 G. C. BOGERT & CO., 78 Camp street.

FOR BOSTON—Merchants' Line.—The very fast sailing regular packet bark ROSE STANDISH, J. Coleman, master, will have quick dispatch. For balance of freight or passage, having fine state room accommodations, apply on board, opposite the Vegetable Market, Second District, or to

o9 G. C. BOGART & CO., 78 Camp street.

FOR PHILADELPHIA—Regular Line of Packets.—The new and splendid clipper bark CHARLES B. TRUITT, Vaughan, master, is now loading, and will have quick dispatch. For balance of freight or passage, apply to

o9 GEO. W. HYNSON & CO., 82 Camp street.

FOR BOSTON—Regular Packets—The packet ship MIDDLESEX, Captain Cook, having a large portion of her freight engaged, will have quick dispatch. For balance of freight or passage, apply to

o10 GEO. W. HYNSON & CO., 82 Camp street.

FOR BOSTON—REGULAR LINE.—The new A1 clipper bark J. B. LANCASTER, Somers, master, having nearly all her cargo engaged, will have dispatch. For balance of freight or passage, apply to

GEO. W. HYNSON & CO., 82 Camp street.

FOR BOSTON—Regular Line of Packets.—The A 1 fast sailing packet ship DIRIGO, S. Cotter, master, having most of her cargo engaged, will have dispatch. For balance of freight or passage, apply to

S. L. & B. L. LEVY, [illegible] street, or to
o1 GEO. W. HYNSON & CO., 82 Camp street.

FOR SALE—The new and fast sailing bark CHARLES B. TRUITT, 318 tons register, built in Philadelphia, will be found and in complete order for any voyage. For terms, apply to

o2 GEO. W. HYNSON & CO., 82 Camp street.

DOCTOR HOOFLAND'S
CELEBRATED GERMAN BITTERS,
PREPARED BY
DR. C. M. JACKSON, Philadelphia, Pa.,
WILL EFFECTUALLY CURE
Liver Complaint, Dyspepsia, Jaundice,
Chronic or Nervous Debility, Diseases of the Kidneys,
and all diseases arising from a disordered Liver or Stomach.

Such as Constipation, Inward Piles, Fullness, or Blood to the Head, Acidity of the Stomach, Nausea, Heartburn, Disgust for Food, Fullness or Weight in the Stomach, Sour Eructations, Sinking or Fluttering at the Pit of the Stomach, Swimming of the Head, Hurried and difficult Breathing, Fluttering at the Heart, Choking or Suffocating Sensations when in a Lying Posture, Dimness of Vision, Dots or Webs before the Sight, Fever and Dull Pain in the Head, Deficiency of Perspiration, Yellowness of the Skin and Eyes, Pain in the Side, Back, Chest, Limbs, etc., Sudden Flushes of Heat, Burning in the Flesh, Constant Imaginings of Evil, and great Depression of Spirits.

☞ The Proprietor, in calling the attention of the Public to this preparation, does so with a feeling of the utmost confidence in its virtues and adaptation to the diseases for which it is recommended.

It is no new and untried article, but one that has stood the test of a ten years' trial before the American people, and its reputation and sale is unrivalled by any similar preparations extant. The testimony in its favor given by the most prominent and well known Physicians and individuals in all parts of the country is immense. The following from your own State is respectfully submitted, referring any who may still doubt, to my "Memorabilia," or Practical Receipt Book, for Farmers and Families, to be had gratis, of all the Agents for the German Bitters.

Principal office and Manufactory, 120 Arch street, Philadelphia, Pa.

☞ Sold Wholesale and Retail by JOHN WRIGHT & Co., 151 Chartres st., New Orleans, and by Druggists generally. my4 1y&W

DYSPEPSIA POSITIVELY CURED.—DR. BECKWITH'S ANTI-DYSPEPTIC PILLS, after a trial of twenty-five years, and sustained by testimonials from the most eminent men in the United States, is now admitted to be the BEST ANTI-DYSPEPTIC MEDICINE ever offered to the public. Price, 25 cents per box. More than 500,000 boxes have been disposed of, and the sales are increasing. They are put up with the same care, and each box contains the same number (40) as heretofore. The proprietor pledges his honor as a man, and his reputation as a physician, for the SAFETY and EFFICACY OF THEIR USE. It is needless to publish certificates, but he has numbers of them, testifying in the strongest language to their virtues, etc., from such men as Rt. Rev. W. Green, Bishop of Mississippi; Rt. Rev. Bishop Freeman; Rev. Wm. McPheeters, D. D. Raleigh, N. C.; Hon. Geo. E. Badger, Senator U. S.; Rt. Rev. Levi S. Ives, D. D., of North Carolina; Hon. Judge Potter, U. S. Court; Hon. Beverly Tucker; Hon. Wm. Preston, S. C.; Maj. Samuel McCombs, Greenville, Ga.; Hon. John Henderson, late U. S. Senator, and a host of similar personages.

For sale in New Orleans by Jas. Syme, G. N. Morison, E. S. Wheeler, Hu. Kennedy, E. D. Beach, A. Biaaghi, and by Druggists generally.

☞ None genuine without the written signature of JOHN BECKWITH, M. D., Petersburg, Va., to whom all dealers will please apply. j3 1y

FURNITURE STORE, No. 75 Magazine street, between Poydras and Natchez streets.—The subscriber has re-opened in the above street, and has always on hand a large supply of the latest style of FURNITURE. He solicits a continuance of public patronage. JOHN S. BERGEN. ja18 1y

MRS. CAMPBELL, Teacher of Music, gives LESSONS ON THE PIANO AND GUITAR, at her residence, No. 89 Constance street, and also at No. 80 Hevia street. ☞ Terms—$6 per month or twelve lessons. ☞ LECTURES at 89 Constance street once a week. fe10 1y

WOODWARD'S CABINET FURNITURE WAREROOMS, No. 118 Magazine street and 71 Julia street.—Furniture of every variety for sale and made to order in a good and substantial manner. Office Furniture made and repaired. Hotels, Ships, Steamers and Boarding-houses, supplied with Furniture and Bedding at the shortest notice.

N. B. Having taken the large brick-house on Julia street, near Magazine, he is prepared to store any quantity of goods for families leaving the city.

Furniture Carts to hire and moving attended to with care.

ja3 1y W. WOODWARD.

F. H. Knapp & W. S. Chandler,
DENTAL SURGEONS,

HAVE REMOVED to No. 155 CANAL STREET, between Baronne and Carondelet.

In price they can offer no competition with quacks, but in regard to the character of their operations for beauty and durability, they trust that they are too well known to need any comment from themselves. my19 1y&W

TWIBILL & AITKIN, Gas Fitters, No. 120 Common street, under the Gas Office, New Orleans.

Mr. AITKIN has been in the above business, in this city, for the last seventeen years, and therefore has a thorough knowledge of it. ☞ All work done by us will be guaranteed.

☞ Merchants, Hotel Proprietors, etc., will find it to their advantage by calling at the above office to have their orders executed. ja23 6m

DR. NEWELL'S IMPROVED COTTON PRESS.—The iron screws and castings for the Improved Cotton Press invented by Dr. Newell, of Grand Gulf, and now in general use, worked by horse or steam power.

Also—STRAUB'S PATENT PRESSURE CORN MILLS, being the most simple, durable, and in every respect the best Corn Mills in use, for sale at the agency.

my29 6mif S. H. GILMAN, 31 Natchez street.

TRI-WEEKLY LINE OF STAGES FROM OSYKA, TERMINUS OF THE JACKSON RAILROAD, TO JACKSON, MISSISSIPPI.—The undersigned will place on the route between the above points a Tri-Weekly Line of Stages, commencing on the 9th instant; leaving Osyka at 5 A. M. on Monday, Wednesday, and Friday; leaving Jackson on Monday, Wednesday, and Friday at 9 A. M. This route follows the line of the New Orleans, Jackson and Great Northern Railroad via Magnolia, Summit, Brookhaven, Saltillo, Line Store and Spring Ridge.

☞ Fare through, $10. All baggage over thirty pounds will be charged extra. [au21 tf] TERRY, KILPATRICK & CO.

TOBACCO—Long Black Rich Tobacco, for the Mexican and Texas Markets. Also, TOBACCO for Plantation use, in hhds and bbls, and CIGAR TOBACCO, constantly on hand and for sale by

fe4 1y TURNER & RENSHAW, 28 Camp street, up stairs.

GAS! GAS! GAS! GAS!—The subscriber having obtained the requisite permission from the Gas Company, begs to announce that he is now prepared to furnish and put up GAS FIXTURES in the most approved style and at moderate rates.

Orders can be left at his "old stand," the Brass Foundry, No. 98 St. Charles street. H. GUILD. d11 1y

BOOTS, SHOES AND HATS.—We have just received per Lorenzo, Mary Ward and North America, a splendid assortment of everything in our line, which we will sell on accommodating terms.

Planters' and Factors' orders particularly attended to.

NEWHALL, VALENTINE & CO.,
o4 tf 54, 56 and 58 Common street.

OCULIST—Dr. Gustine's Office, for the Treatment of DISEASES of the EYE and IMPERFECTIONS OF VISION, No. 136 St. Charles street, opposite Lafayette Square, New Orleans.

☞ All Surgical Operations for the EYE attended to. Such as CATARACT, SQUINTING, the INSERTION OF ARTIFICIAL EYES, etc. etc. n4 1y

FIRE BRICKS—400,000 English, Pensacola, Pittsburg and Bilioxi Fire Bricks, for sale by A. DELAGRAVE & CO., 72 Magazine street.

LOUISIANA INTERNAL IMPROVEMENT. LAND WARRANTS.—5,280 Acres, in Warrants of 160 and 80 acres each, for sale on liberal terms by

o17 BARELLI & CO., 61 Common street.

SPECIAL SHOE NOTICE.—City and Country Merchants are hereby informed that DAVID TAYLOR & CO., (late Taylor & Rayne,) are now occupying their new and spacious Store 41 MAGAZINE STREET, opposite Banks Arcade, and have on hand a large and complete assortment of BOOTS, SHOES AND BROGANS, all of which is offered on the most liberal terms. fe14t DAVID TAYLOR & CO.

SWAN'S
BANK NOTE LIST AND DETECTER,
Published semi-monthly at Montgomery, Ala.,

AT TWO DOLLARS PER ANNUM IN ADVANCE.—The work is printed on fine white paper and new type, and in size it is second to none in the United States.

A Southern Bank-Note List is essential in every Bank, Counting-house and Public Office. Let us unite in advancing our common interests, and not permit Northern men and Northern Detectors to dictate to our money matters as they may wish, while we are quietly following their dictation.

The work will be carefully revised on the day of publication, and will report any financial changes, as they occur, noticed. Every exertion will be made to make it a correct and reliable guide to the Banker and Merchant.

Hotel Proprietors, Brokers, Auctioneers, Commission Merchants, and others desirous of having their names and business widely circulated, are informed that a limited number of advertisements will be inserted. Special rates for advertising by the year, or for shorter periods, may be known by applying to any of my agents, or at the office in Atlanta, Georgia.

Specimen numbers will be sent, on application by letter, free of charge.

All communications intended for the "Bank-Note List and Detector," must be addressed to "Swan's Bank-Note List," Atlanta, Georgia.

SAMUEL SWAN.

James Robertson, General Agent.

☞ Subscriptions received by CHAS. T. HOWARD, Agent for New Orleans, Louisiana. se29 3m

THE UNDERSIGNED have resumed payment in full, and offer their services as heretofore in the transaction of a General Commission and Cotton Factorage Business. FEARN, DONEGAN & CO.

New Orleans, Sept. 20, 1855. se21 1m

THE RIVER AND THE LAKE.

Will leave on WEDNESDAY, Oct. 17, at 5 o'clock P. M.

REGULAR MEMPHIS WEDNESDAY PACKET.—For Memphis, Helena, Napoleon, Greenville, and all landings in the Bends. The regular packet steamer GEO. COLLIER, J. W. Gafloe, master, will leave as above. For freight or passage apply on board, or to

GEO. W. SHAW & CO., 24 Poydras street.

☞ The G. C. has a clerk on the wharf, foot of Girod street, ready to receive freight. o16

Will leave on SATURDAY, 13th inst., at 5 o'clock P. M.

FOR LOUISVILLE—The fine regular passenger packet steamer S. F. J. TRABUE, Capt. W. P. Figman, will leave for Louisville and all intermediate landings, as above. For freight or passage, apply on board, or to

BETTERTON & KEEFE, 29 Tchoupitoulas street.

Will take freight for Gaines's Landing, Napoleon, Helena, Memphis, Hickman, Cairo and Paducah. o10

REGULAR WEDNESDAY WEEKLY Vicksburg packet steamer P. C. WALLIS.—For Vicksburg, Warrenton, New Carthage, Grand Gulf, Rodney, Natchez and Fort Adams.—The new elegant and swift running passenger packet steamer P. C. WALLIS, J. H. Hendrick, master, will leave for the above and intermediate landings every WEDNESDAY, at 5 o'clock P. M. For freight or passage, apply on board, or to

T. E. SMITH, 16 Canal street.

☞ Capt. Hendrick owns the steamer AID, which connects at Vicksburg with the Wallis, and all freight for Yazoo River will arrive at its destination without delay. se26 tf

U. States Tri-Weekly Mail Line,
FROM NEW ORLEANS TO VICKSBURG.

FOR DONALDSONVILLE, PLAQUEMINE, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg.

PRINCESS, Capt. Holmes, TUESDAY, at 5 P. M.
SOUTHERN BELLE, Capt. Broadwell, THURSDAY, at 6 P. M.
NATCHEZ, Capt. Leathers, SATURDAY, at 5 P. M.

The above mentioned splendid passenger Packets will leave on their regular days, without fail, at the hour appointed. All business entrusted to their care will be promptly and faithfully attended to. Freight taken for Yazoo, if consigned to W. M. SHAW, the Agent of the Boats at Vicksburg, who will forward it without delay, and without any extra charge.

These boats will not be responsible for any letter or package containing money, jewelry, or other valuables, unless regular bills of lading are taken specifying the contents and value, and the freight paid; nor for any valuables deposited with the clerk by the passengers, or in their baggage.

For freight or passage, apply on board, or to

CARROLL, PRITCHARD & CO.,
se6 tf Union Row, 52 Carondelet street.

REGULAR SATURDAY Weekly Vicksburg and Milliken's Bend Packet.—For Milliken's Bend, Vicksburg, Warrenton, New Carthage, Grand Gulf, St. Joseph, Rodney, Waterproof, Natchez, Fort Adams and the Coast.—The elegant and swift-running passenger steamer LOUISA, Capt. J. M. White, will leave as above every SATURDAY, at 10 o'clock A. M., in compliance with the contract made between him and Capt. Leathers, of the steamer Natchez, and will give prompt attention to all plantation business. For freight or passage apply on board or to T. E. Smith, 16 Canal street.

N. B. The Louisa will connect with the Yazoo packets Aid and P. C. Wallis, and will take freight for any point on the Yazoo river. jy26f

FOR MOBILE, DAILY U. S. MAIL LINE.—Summer Arrangement.

Stopping at BAY ST. LOUIS and PASS CHRISTIAN, water permitting, daily, going and returning, and at Pascagoula on TUESDAY'S and SATURDAY'S, going, and MONDAY'S and THURSDAY'S, returning.

CALIFORNIA, T. S. Frost, master, and OREGON, A. L. Myers master, built expressly for this trade, with superior accommodations. One of the above steamers will leave the Pontchartrain Railroad daily on the arrival of the 12 o'clock M. cars.

☞ Freight, luggage, extra baggage, etc., must be at the depot by 10½ o'clock, A. M., or they cannot go on that day.

jy11 R. GEDDES, Agent, No. 10 Bank Place.

LAKE SHORE PACKET STEAMER CREOLE.—Summer Arrangement.—for OCEAN SPRINGS, BILOXI and all intermediate landings.

The splendid low pressure packet steamer CREOLE, Ruben Post, master, built expressly for the Lake Trade, with superior accommodations, will leave the Pontchartrain Railroad on arrival at the Lake of the cars as follows—

Leaves City.	Leaves Ocean Springs.
MONDAY.........8 A. M. cars.	MONDAY EVENING.
TUESDAY.........9 A. M. cars.	WEDNESDAY MORNING
THURSDAY.......9 A. M. cars.	FRIDAY MORNING.
SATURDAY.......4 P. M.	SUNDAY EVENING.

☞ The Way Mail Bag leave the office of the Agent promptly on TUESDAY and THURSDAY, at 8½ o'clock A. M., and FRIDAY at 3 o'clock P. M.

☞ On Monday evening she will not stop at the Bay or Pass.

jy27 R. GEDDES, Agent, 10 Bank Place.

RAILROAD TRAVELING.

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

Passengers' Train, daily, to and from Lafourche Crossing: Leaves Algiers at 8 o'clock A. M., arrives at Lafourche Crossing at 11 o'clock A. M. Returning, leaves Lafourche Crossing at 5 o'clock P. M., and arrives at Algiers at 8 o'clock P. M.

jy1 1y A. B. SEGER, Vice President.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, Depot on Calliope street, corner of Clara street, near the New Basin.

PASSENGER TRAINS leave the city daily at 3½ P. M. Reaches Osyka at 8½ P. M. Leaves Osyka daily at 6 A. M. Reaches the city at 11 A. M. Passengers received and landed at all intermediate stations.

FARE—Three cents per mile, each way. Children and servants, half price.

FREIGHT TRAIN from the City to Osyka and all intermediate stations every Tuesday, Thursday and Saturday, and from Osyka to New Orleans and all intermediate stations, every Monday, Wednesday and Friday.

☞ Season Tickets issued, on application, at a moderate price.

je1 GEO. H. HAZLEHURST, Gen'l Super't.

NEW YORK AND ERIE RAILROAD.

On SUNDAYS, only one Express Train, at 5:30 P. M.

On and after Monday, May 14th, 1855, and until further notice, passenger trains will leave the pier at foot of Duane street, as follows, viz.:—

DUNKIRK EXPRESS, at 6 A. M., for Dunkirk.

BUFFALO EXPRESS, at 6 A. M. for Buffalo.

MAIL, at 8:15 A. M. for Dunkirk and Buffalo, and intermediate stations. Passengers by this train will remain over night at Oswego, and proceed the next morning.

ROCKLAND PASSENGER, at 3 P. M., (from the foot of Chambers street,) via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 P. M., for Newburgh and Otisville, and intermediate stations.

NIGHT EXPRESS, at 5:30 P. M. for Dunkirk and Buffalo.

EMIGRANT, at 6 P. M., for Dunkirk and Buffalo, and intermediate stations.

WAY EXPRESS, at 7:30 P. M., for Dunkirk and Buffalo, and intermediate stations.

These Express Trains connect at Elmira with the Elmira and Niagara Falls Railroad for Niagara Falls; at Buffalo and Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc., and with first-class splendid Steamers for all ports on Lake Erie.

my24 tf D. C. McCALLUM, General Superintendent.

BY RAILROAD DIRECT TO THE WEST.

Time between Washington and Wheeling but 17½ hours. Running time between Washington and Cincinnati 27 hours.

Through Tickets and Baggage Checks to be had in Washington.

THE BALTIMORE AND OHIO RAILROAD,

having greatly improved its Western connections, now offers the fullest inducements to travelers between Washington, Baltimore, and all portions of the West, the Northwest and the Southwest.

The connection between the trains from Washington and the trains bound West from Baltimore, is always promptly made at the Washington Junction, (lately called the Relay House,) nine miles from Baltimore. This is the only change of cars required between Washington and the Ohio river. Baggage is checked through to Wheeling at the Washington station, and rechecked and transferred there (with the passengers) without charge, for those holding through tickets to points beyond. The connecting trains leave Washington daily at 6 A. M. and 4¼ P. M. On Sundays at the latter hour only.

At Wheeling direct connection is made with the trains of the Central Ohio Railroad, running from Bellaire, on the Ohio, near Wheeling, through Cambridge, Zanesville and Newark, to Columbus. These trains connect at Newark with the cars of the Newark, Mansfield and Sandusky Railroad, for Sandusky, Toledo, Detroit, Chicago, St. Louis, etc.

At Columbus the C. O. Railroad trains connect with the fast trains of the Little Miami Railroad to Xenia, Cincinnati, Louisville, etc. At Xenia (on Little Miami Railroad) connection is formed with the trains through Dayton to Indianapolis, Terre Haute, Lafayette, Chicago, Rock Island, St. Louis, etc.

Passengers holding through tickets for Memphis, Vicksburg, Natchez, New Orleans, etc., which are sold at Washington, are transferred at Cincinnati to the Mail Steamers on the Ohio. Tickets for Evansville, Cairo and St. Louis, are sold by this route.

For Cleveland, and via Cleveland to Toledo, Detroit, Chicago, etc., tickets are sold when the Ohio is navigable between Wheeling and Wellsville, (forty miles) where a connection with the Cleveland and Pittsburg Railroad is made.

Travelers are requested to notice that while this is the only route affording through tickets and checks in Washington, it is also the shortest, most speedy and direct to nearly all the leading points in the great West. The distance from Washington to Cincinnati is but 653 miles, being about 100 miles shorter than any other route.

FARE BY THROUGH TICKET FROM WASHINGTON.—To Wheeling, $9 50; Columbus, 13 65; Dayton, $14 50; Cincinnati, $15; Louisville, by railroad, $18 65; by steamer from Cincinnati, $18; Indianapolis, $17 50; Cleveland, $13 75; Toledo, $16 50; Detroit, $15 20; Chicago, $20 65 and $19 50; St. Louis, $28 50 and $25; Memphis, $26; New Orleans, $31, etc.

For Frederick and Harper's Ferry, Martinsburg, Berkeley Springs, Cumberland, Bedford Springs, Piedmont, Oakland and Fairmount, passengers may leave Washington at 6 A. M. or 4¼ P. M. For the minor way stations between Baltimore and Wheeling, take 6 A. M. train from Washington.

For the trains to and from Baltimore, Annapolis, etc., see special advertisement.

☞ For further information, through tickets, etc., apply to THOS. H. PARSONS, Agent, at Washington station.

JOHN H. DONE,
Master of Transportation,
je29 Baltimore and Ohio Railroad, Baltimore.

TRI-WEEKLY LINE OF STAGES FROM CLINTON, EAST FELICIANA, passing through GREENSBURG to AMITE CITY on the NEW ORLEANS and JACKSON RAILROAD.

There is now established on this Route a Tri-Weekly Line of Stages, leaving Amite City every Monday, Wednesday and Friday on the arrival of the Passenger Train from New Orleans and reaching Clinton the same evening at 7 o'clock. Returning, will leave Clinton every Tuesday, Thursday and Saturday at 5 o'clock in the morning, and arriving at Amite City in time for the evening train for New Orleans. By this route passengers will pass from New Orleans to Clinton the same day. This route is 68 miles by Railroad and 35 miles by Stage. The Stage Road is over a beautiful undulating country, affording a good natural road. As there is as yet no Mail established on this route, a Bag for the transmission of Letters and Papers has been placed at the office of the New Orleans and Jackson Railroad, No. 45 Carondelet street, and will be sent to the Railroad every Monday, Wednesday and Friday at 7 o'clock in the morning, and every attention will be paid to the proper delivery of Letters and Papers.

The Fare for through passengers from New Orleans to Clinton will be Five Dollars. It will thus be seen that this is the cheapest, quickest and safest route from Clinton to New Orleans.

a30 F. E. HESLER Amite City.

FLORIDA YELLOW PINE LUMBER YARDS.—The undersigned have, in addition to their old and well known established lumber yards, Julia street landing, New Basin, between St. Paul, Cedar and Pine streets, recently established a lumber yard at the Old Basin, fronting the Canal on the Carondelet Walk, between Villere and Robertson streets, and on Robertson and St. Peter streets, where they keep constantly on hand a general assortment of building materials, such as—

¾ and ⅞ inch, narrow and wide, dressed, tongued and grooved Yellow Pine Ceiling.

1¼, 1½ and 1¾ inch, narrow and wide, dressed, tongued and grooved Yellow Pine Flooring.

1¼ and 1½ inch, narrow and wide, dressed, square joint Yellow Pine Flooring.

Dressed Shelving and dressed Weather-Boarding, Scantling and Joists, of all sizes; heavy timber Decking, and 2 inch Planks, 1¼ and 1½ inch Pine Boards and Rough Weather-Boarding, Laths, Shingles, Pailings; ready made Doors and Sash, Blinds and Moulding, always on hand and made to order.

Orders taken for Lumber at their Mills on Pensacola and Blackwater Bay, West Florida, and cut to suit the markets of Philadelphia, Baltimore, New York, Boston, Key West, Galveston, Lavaca, Corpus Christi, and other ports along the Atlantic and Gulf coast, as may be ordered. They are also prepared to supply orders for the English and other European markets.

Their Dressed Lumber is kept all neatly piled up in sheds, and from the large supply constantly on hand, customers may rely on getting, at all times, an article well seasoned and ready for immediate use.

POOLEY, NICOL & CO.,
Corner Cedar and Julia streets, New Basin,
jy2 4m Corner Robertson and Customhouse, Old Basin.

B. A. FAHNESTOCK'S VERMIFUGE.

REGULAR PRACTITIONERS make an ex- ception in favor of this Vermifuge, and not only use it in preference to their own prescriptions, but give their voluntary testimony in its favor. The following is from a physician of high character, in Illinois:

SHAWNEETOWN, ILL., June 4, 1853.

MESSRS. B. A. FAHNESTOCK & CO.:

Gentlemen—I have used B. A. Fahnestock's Vermifuge in the practice of Medicine, in this and the Southern States, for the last ten years, and I can recommend it as the medicine for the purpose for which it was intended; bringing, at one time, from a small girl, of six or ten years of age, ONE HUNDRED AND SEVENTY-NINE WORMS. As a Druggist at Shawneetown, I have sold a great quantity, and it has invariably given satisfaction. In fact, it is the only worm medicine now called for.

H. SYMES, M. D.

Sold wholesale and retail by the principal druggists and country merchants throughout the United States. se1 4a Wlm

FIVE HUNDRED DOLLARS REWARD.—The above reward will be paid for such information as will lead to the detection of the person or persons who entered our store on the evening of the 14th inst., and set fire to same.

o14 SIGUEL & JAMISON.

BUSINESS DIRECTORY.

ADAMS, B. W., Grocer, corner Front, Common and Fulton streets. o13

BELL, WILLIAM, Tent, Awning and Water-proofing Establishment. Flags of all Nations on hand and made to order, No. 99 Gravier, cor. St. Charles street. o27

BENSON, JOSEPH, House and Sign Painter, Camp street, opposite Lafayette Square. Copper and Zinc Sash made for Church and House Windows. o27

BROWN, THOS., Carpenter and Joiner, 125 Poydras street, returns thanks to his friends and the public for past favors, and solicits a continuance of their patronage. a18 6m

BREAUX, G. A., Attorney-at-Law, No. 68 Camp street, New Orleans. o1 1y

BOGERT, G. C. & CO., Ship Agents and Commission Merchants, 78 Camp street. jy22

CONVERSE & CO., Grocers and Dealers in Western Produce, three stores bounded by Canal, New Levee, Common and Fulton streets. ao8

DWIGHT, EDMUND P., Attorney and Counsellor at Law, Napoleonville, parish of Assumption, La. Will practice in the parishes of Assumption, Lafourche, Terrebonne and St. Mary. ja11 fm

DELAGRAVE, A. & CO., Commission Merchants. Dealers in Lime, Paints, Window Glass, Cement, English, Pittsburgh and Pensacola Fire Bricks, etc., etc., No. 72 Magazine street. o27

DOLBEAR, RUFUS, Writing and Book-keeping Establishment. No. 106 Canal street. Dolbear's Superior Steel Pens for sale in large and small quantities. o27

DOBYNS & HARRINGTON'S Daguerreotypes, corner Camp and Canal streets, (up stairs.) o11

EUBANK, R. N. JR., & Co., General Commission Merchants, No. 29 Camp street. me4

EICHELBERGER, J. K., BUILDER, Circus street, next to the corner of Hevia, New Orleans. ☞ Repairing and Store Fitting done with neatness and dispatch on the most reasonable terms. au30 1y

GIFFNEY & LOVELL, Ship Agents and Commission Merchants, 118 Common street. m11

HILL, ALEXANDER, Importer and Dealer in Watches, Jewelry, Guns, Pistols, Cutlery, Fancy Articles, etc., etc., No. 36 Camp street. o27

HART, E. J. & CO., Dealers in Groceries, Drugs, Chemicals, Paper, etc., 107 Tchoupitoulas street. a14

HENDERSON & GAINES, Dealers in China, Glass, Earthenware, etc., 89 Canal street. a11

FEHRENBACH, M., Dealer in Piano Fortes, No. 117 Canal, near St. Charles street. n12

GAINES & CO., C. C., Importers and Dealers in Hardware, Cutlery, etc., Nos. 36 Magazine and 40 Gravier streets. o15 1y

HOLMES & CLAUSS, Grocers and Dealers in Western Produce, No. 14 New Levee and 14 Tchoupitoulas street. o25 1yd&W

HYDE & GOODRICH, Jewelers, corner Canal and Royal streets. n13

HYNSON & CO., GEO. W., Shipping Agents and Commission Merchants, 82 Camp street. je4

JOHNSON & CO, E., Stationers, No 63 Camp street. n16

S. H. KENNEDY. JOSHUA JACKSON.

KENNEDY, S. H. & CO., Commission and Forwarding Merchants, 75 Tchoupitoulas street. ja3

LANDIS, JOSEPH & CO., Commission Merchants and Dealers in Western Produce, No. 33 Tchoupitoulas street. my3

LEIGHTON & BARBOT, Clothiers, corner Canal and St. Charles streets. n18

LEVERICH, WM. E. & CO., Cotton Factors and Commission Merchants, 24 Old Levee. ap1 1y

MORGAN, J. C., Books and Stationery, Exchange Place, adjoining the Post-office. n8

MUNROE, A. & CO. Men's and Boy's Clothing of all sizes and qualities, wholesale and retail, corner Gravier and Magazine streets. a9

R. H. MARR. G. W. R. MARR.

MARR, R. & H., Attorneys-at-Law, No. 13 Commercial Place, New Orleans. a11 1y

MORBAU, TH., 161 Royal street, corner of Toulouse, Ladies' and Gentlemen's Fancy Articles and Perfumery Store. fe8 1y

NORRIS & WAY, Clothiers, corner Camp and Common streets. o12

NEWHALL, VALENTINE & CO., Dealers in Boots, Shoes and Hats, Nos. 54, 56 and 58 Common st. o13

PITKIN, R. & CO., Dealers in Clothing and Furnishing Goods, No. 27 Camp street. a27

PILCHER, GOODRICH & CO., Cotton Factors and Commission Merchants, 42 Carondelet, corner Gravier, up stairs. a13 3&W

REILLY, P. & E., Dealers in Silks and Fancy Dry Goods, corner Royal and Canal streets. a6

RARESHIDE, HENRY, (successor to F. N. Hereison,) Notary Public, No. 23 Commercial Place, New Orleans. o21 tf

RAYMOND, W. C., Family Grocer, NO. 71 Camp street, New Orleans. au24

GEO. W. RACE. WM. R. FOSTER.

RACE & FOSTER, Attorneys and Counsellors at Law, corner of Camp street and Commercial Alley, New Orleans. mh15 1y

RELF & CO., J. M., Dealers in Hardware, etc., Front street, between Gravier and Natchez streets. n18

SAVAGE, J. M. & Co., Commission Merchants and General Produce and Provision Dealers, No. 41 Poydras street, N. O. my4

G. W. SHAW. W. W. SHAW. J. P. SHAW.

SHAW, G. W. & CO., Commission and Forwarding Merchants, No. 24 Poydras street. my8

STRINGER, F. & CO., Fashionable Clothing, Furnishing Goods, Trunks, Carpet Bags, etc., No. 35 Camp street. cyt

STROUD, JOHN & CO., Marble Warehouse, No. 146 Common street, bet. Carondelet and Baronne. a19 1y

SEAMAN, H. D. & CO., Commission, Forwarding and Western Produce Merchants, and Dealers in Oils, Rice, Alcohol, etc., 30½ Poydras street. a12

SICKLES & CO., Drugs, Medicines, Surgical Instruments, etc., wholesale and retail, Nos. 88 and 90 Canal street. a9

SLARK, DAY & STAUFFER, Hardware, Iron, etc., No. 64 Canal street, Agents for Page's Saw Mills. a8

SHERMAN'S Trusses, Abdominal Supporters, etc., corner St. Charles and Gravier streets, opposite St. Charles Hotel. a9

SIZER, GEO. W., New Orleans Agricultural Warehouse, corner of Magazine and Poydras streets. a11

STEEL, J. B., Bookseller and Stationer, No 40 Camp street. n16

TODD, S. M. & CO., Wholesale and Retail Dealers in Paints, Oils, Paint Mills, Window Glass, Brushes and Colors of all kinds, 90 Magazine street. a12

TOOLE, JOHN, Commission Merchant, Emigration and Remittance Office, 25 Bank Place. s19

VOORHIES, GRIGGS & Co., Commission and Forwarding Merchants, 15 Tchoupitoulas street. a9

LEVI WILSON, Parish Rapides, La. EDW. H. POMROY, New Orleans.

WILSON, POMROY & CO., Cotton Factors and Commission Merchants, 25 Carondelet street, New Orleans. se20 1y

CHAS. H. WALDO. HORT. L. HUGHES.

WALDO & HUGHES, Hardware and Ship Chandlers, Nos 8 Front and 12 Fulton streets. a11 1y

WATERMAN & BRO., J., Importers and Dealers in Hardware, Cutlery, etc., cor. Magazine and Common streets. o17 1y

WILLIAM CORNELIUS, ATTORNEY AND COUNSELLOR AT LAW, AND U. S. COMMISSIONER, Royal street, over the Post Office. a9

H. B. MERRELL, & CO., Bullion and Exchange Dealers, corner of Camp and Common streets, New Orleans.

HARVEY B. MERRELL. ARCHIBALD KINNEY.

....References....

NEW YORK.	NEW ORLEANS.
Messrs. Beebee & Co.	Citizens Bank.
Messrs. E. W. Clark, Dodge & Co.	Canal and Banking Company.

d23 1y

WM. O. DIBOLL, Carpenter and Builder, 394 MAGAZINE STREET, between Delord and Poeyfarre sts. Jobbing of all descriptions on short notice and reasonable terms. Stores fitted up. Counters made of Black Walnut or Mahogany, and Cisterns made and repaired, and guaranteed for one year. Sash Doors and Blinds made and repaired. Lattice-work and Packing Boxes of all kinds made to order. Step Ladders of all sizes constantly on hand. jy31 1y

WM. GORDON & CO., Successors to Gordon & Bodett, dealers in LUMBER—Office and Yard Front Levee, corner of Delord street, keep constantly on hand Wheel Arms, Racket Plank, Brace Stuff, Decking, Dunnage and Sheathing, Tongue and Grooved Pine and Cypress Oak Timber and Plank, all sizes and lengths. au24-5S 1y

HENRY E. KELLY. ANDREW J. ISACKS.

KELLY & ISACKS, Attorneys and Counsellors at Law, Alexandria, Parish of Rapides, La., practice in the Parishes of Rapides, Avoyelles, Natchitoches, Catahoula and Winn.

REFER TO—Hon. Pierre Soule, Diggs, McKeever & Co., J. B. Planche & Co., Gustavus Schmidt, Esq., J. S. Halsey, Esq., Elmore & King, Hamner & Mayo, M. M. Eastman, Esq., Samuel Locke, Esq., Lee Lemaitre, Esq., Edward J. Carroll, Esq., J. L. Carman & Co., New Orleans. je23 1y

M. H. MEYER, No. 100 Camp street, Watchmaker and Dealer in JEWELRY, GOLD PENS, FANCY ARTICLES and WATCHES. All Jewelry articles repaired at moderate rates. s18

Second District Pound.

WAS brought to the Second District Pound, corner of St. Ann and Derbigny streets, as estrays—

One brindled cow, white belly, a scar on the left hip, left ear underslop, and lame in the right hind leg.

One light yellow female Goat.

One small red and black female Goat, white spots on the forehead.

One red female Goat, white belly, black stripes on the back, black face, and a small white spot on the forehead.

Which, if not claimed within ten days and the expenses thereon paid, will be sold at public auction at said pound, on SATURDAY, the 27th Oct., 1855, at 10 o'clock A. M.

AUG. S. PHELPS,
Street Commissioner.

New Orleans, Oct. 16, 1855.

Il a ete conduit au Depot des Epaves du Second District, a l'encoignure des rues St. Ann et Derbigny, comme epaves—

Une vache roussatre, le ventre blanc, ayant une cicatrice a la hanche gauche, l'oreille gauche coupee obliquement, et boitant de la jambe droite.

Une Chevre jaune claire.

Une petite Chevre, rouge et noire, ayant des taches blanches au front.

Une Chevre rouge le ventre blanc, ayant des raies noires au dos, la face noire, et ayant une petite tache blanche au front.

Si les dits animaux ne sont pas reclames dans dix jours, et les depenses payes, ils seront vendus a l'enchere publique, au dit depot, SAMEDI, le 27 Octobre, 1855, a 10 heures A. M.

AUG. S. PHELPS.
Commissaire des Rues.

Nouvelle Orleans, le 16 Oct., 1855. o17 22 27

BRAZIL NUTS—30 bbls Brazil Nuts, for sale by A. F. COCHRAN & HALL, 56 Gravier st. ly11

OFFICIAL JOURNAL.

COMPTROLLER'S OFFICE,
City of New Orleans, May 1, 1855.

Resolved, That the Comptroller be, and he is hereby authorized and required to give notice, by a standing advertisement in the official journal, that, in accordance with the ninth section of ordinance No. 1442, approved March 30, 1854, the Council will not pay any bill against the City unless contracted under authority of an order from the Comptroller, in accordance with the ordinance referred to.

[Signed] E. L. TRACY,
President Board of Assistant Aldermen.
[Signed] L. H. PLACE,
President Board of Aldermen.

Approved April 28, 1855.
[Signed] JOHN L. LEWIS, Mayor.

The attention of the officers of the city and of the public is respectfully called to the foregoing resolution.

O. DE BUYS,
my19 tf Comptroller City of New Orleans.

COMPTROLLER'S OFFICE,
City of New Orleans, October 18, 1855.
[2401]

Resolved, That the Comptroller be, and he is hereby authorized to re-sell, after ten day's notice in the official journal, the contract for furnishing stationery to the various offices of the city, for the term of one year from the date of the approval of the adjudication of said sale by the Common Council of the city of New Orleans.

[Signed] E. L. TRACY,
President Board Assistant Aldermen.
[Signed] J. J. LUGENBUHL,
President Board of Aldermen.

Approved October 13, 1855.
o17 10t [Signed] JOHN L. LEWIS, Mayor.

[No. 2402]

3. *Resolved*, That the Comptroller be, and he is hereby authorized and instructed, to sell at public auction, after ten days notice in the official journal a contract for cleaning the streets and keeping in repair the unpaved streets of the Tenth Ward of the Fourth District, for one year from the date of the approval of the said sale by the Common Council.

[Signed] E. L. TRACY,
President Board of Assistant Aldermen.
[Signed] J. J. LUGENBUHL,
President Board of Aldermen.

Approved October 13, 1855.
[Signed] JOHN L. LEWIS, Mayor.

Notice is hereby given, that on MONDAY, the 29th inst., I will adjudicate at my office, at 12 o'clock, M., the above contracts.
O. DEBUYS,
o17 10t Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, 13th Oct., 1855.
[No. 2391]

WHEREAS, John W. Hoffman having failed to furnish security satisfactory to the Council for the purchase of the revenues of the Fourth Section of the wharves of this city, lying and being between the lower line of Canal Street Ferry and the lower line of Toulouse street, as set forth in article 4th of section 2d of ordinance No. 2361, therefore,

Be it resolved, That the Comptroller be and he is hereby authorized to sell after five days notice in the official journal of the city, the revenues of the Fourth Section of the wharves of this city, being all the wharves lying between the lower line of Canal Street Ferry and the lower line of Toulouse street, as set forth in article 4th of section 2d of ordinance No. 2364, subject to all the terms and conditions as set forth in said ordinance No 2361, in force by operation of law, August 16, 1855, the purchaser to receive said wharves as from 1st of October, present, and the city to account to said purchaser for the revenues received from the same since said 1st October, present, deducting the cost of collecting the same.

[Signed] E. L. TRACY,
President Board of Assistant Aldermen.
[Signed] J. J. LUGENBUHL,
President Board of Aldermen.

Approved October 11, 1855.
[Signed] JOHN L. LEWIS, Mayor.

Notice is hereby given that on THURSDAY next, the 18th inst., I will adjudicate at my office, at 12 o'clock M., the lease of the wharves of the 4th section.
O. DEBUYS,
o13 td Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, October 10, 1855.
[No. 2361]

Resolved, That the Comptroller be and is hereby authorized to sell at public auction, after ten days' notice in the official journal, the contract for supplying the city with Pittsburg coal until the 31st March, 1856, agreeably to specifications on file in the Surveyor's office, subject to the approval of the Common Council.

[Signed] GERARD STITH,
President pro tem. Board of Assistant Aldermen.
[Signed] EDW. H. DURELL,
President pro tem. Board of Aldermen.

Approved August 14, 1855
[Signed] JOHN L. LEWIS, Mayor.

Notice is hereby given, that on MONDAY, 21st inst., I will adjudicate at my office at 12 o'clock M., the above contract.
o10 td O. DEBUYS, Comptroller.

COMPTROLLER'S OFFICE,
City of New Orleans, October 10, 1855.
[No. 2362]

Resolved, That the Comptroller sell at public auction, to the lowest bidder, after ten days' notice in the official journal, a contract for attending and keeping in repair the bridge at the intersection of the New Canal and Magnolia street, for one year from the approval of the adjudication thereof.

Be it further resolved, That the Surveyor be and he is hereby authorized to appoint a keeper to take charge of said bridge, at the intersection of the New Canal and Magnolia street, until a keeper shall be provided by contract, at a salary not exceeding thirty-five dollars per month.

[Signed] GERARD STITH,
President pro tem. Board Assistant Aldermen.
[Signed] EDW. H. DURELL,
President pro tem. Board of Aldermen.

Approved August 14, 1855.
[Signed] JOHN L. LEWIS, Mayor.

Notice is hereby given, that on MONDAY, 21st inst., I will adjudicate at my office, at 12 o'clock, M., the above contract.
o10 td O. DEBUYS, Comptroller.

First District Pound.

WAS brought to the First District Pound, on Dryades street, near Triton Walk, as estrays—

One black and white she Goat, right ear cropped, two nicks in the left ear, a rope on the neck.

One she Goat, white and black.

One billy Goat, brown and black, a stripe on the back.

One dark yellow she Goat, white belly, a black stripe on the back, with wattle.

One yellow she Goat, short ears and wattle.

One white she Goat, with yellow spots, short ears and wattle.

Which, if not claimed within ten days, and the expenses thereon paid, will be sold at public auction, at said pound, on MONDAY, 22d October, 1855, at 10 o'clock A. M.

AUG. S. PHELPS,
Street Commissioner.

New Orleans, Oct. 11, 1855.

Il a ete conduit au Depot des Epaves du Premier District, rue Dryades, pres de la Promenade Triton, comme epaves—

Une Chevre noire et blanche, l'oreille droite ecourtee, deux entailles a l'oreille gauche, une corde au cou.

Une Chevre noire et blanche.

Un Bouc brun et noir, une raie au dos.

Une Chevre jaune foncee le ventre blanc, une raie noire au dos, ayant les barbes.

Une Chevre jaune ayant les oreilles courtes et les barbes.

Une Chevre blanche, ayant des taches jaunes, les oreilles courtes et les barbes.

Si les dits animaux ne sont pas reclames dans dix jours et les depenses payees, ils seront vendus a l'enchere publique, au dit depot, LUNDI, le 22 Octobre, a 10 heures A. M.

AUG. S. PHELPS,
Commissaire des Rues.

Nouvelle Orleans, le 11 Oct. 1855. o12 17 22

WAS brought to the First District Pound, on Dryades street, near Triton Walk, as estrays—

One brown and white female Goat, with a string on the neck.

One gray and black female Goat, with a rope on the neck.

One white and yellow female Goat.

One white female Goat, yellow spots and the back dark.

One pale yellow female Goat, white belly, both ears short.

Also, as encumbrances on the streets—

24 pieces of yellow pine lumber.

Which, if not claimed within ten days, and the expenses thereon paid, will be sold at public auction at said pound, on SATURDAY, the 27th Oct., at 10 o'clock A. M.

AUG. S. PHELPS,
Street Commissioner.

New Orleans, Oct. 16, 1855.

Il a ete conduit au depot des epaves du Premier District, rue Dryades, pres de la Promenade Triton comme epaves—

Une Chevre et blanche, ayant un cordon au cou.

Une Chevre grise et noire, ayant une corde au cou.

Une Chevre blanche et jaune.

Une Chevre blanche, ayant des taches jaune et le dos brun.

Une Chevre jaune pale, le ventre blanc, les deux oreilles courtes.

Aussi, comme embarras sur la voie publique—

24 pieces de bois de pin jaune.

Si les dits animaux ne sont pas reclames dans dix jours et les depenses payees, ils seront vendus a l'enchere publique, au dit depot, SAMEDI, le 27 Octobre, 1855, a 10 heures A. M.

AUG. S. PHELPS.
Commissaire des Rues.

Nouvelle Orleans, le 16 Oct. 1855. o17 22 27

Cheap! Very Cheap!!

TO HOUSE-KEEPERS — ECONOMIST AND JACKSON RANGES, GRATES AND STOVES.

Cooking Stoves of all sizes, and fully warranted to bake well, prices from $11 to $110, all completed; and also the well known Economist Ranges.

The large number of these important Ranges I have lately sold, the success in use the advantage of referring buyers to a list of names of purchasers, who are well known firms in this city, and will voluntarily and readily be shown if desired. The saving of fuel, the perfect baking of both ovens, the simple arrangement of the side water boiler with open top, which affords the escaping of steam and prevent it to accumulate. The convenience of transport, as it stands on feet, similar to ordinary stoves, all this combined, makes it one of the most appropriate Ranges, particularly for families in changing domicils.

Japanned and Tin Ware, Brooms, Tubs and Pails, Kitchen Utensils, Lamp Oil and Alcohol, Globe Chimneys and Wick, Camphine and Spirit Gas.

All sorts of Work and Repairing done at the HOUSE FURNISHING GOODS ESTABLISHMENT, No. 188 Camp street, adjoining St. Patrick's Church,

W. L. HODGSON,
je25 6m (Successor to O. Sack, a

TALLOW—1 bbl, for sale by
jy6 A. DELAGRAVE & CO., 72 Magazine st.

DAILY CRESCENT.

AMERICAN STATE TICKET.

FOR GOVERNOR,
CHARLES DERBIGNY,
OF JEFFERSON.

FOR LIEUTENANT GOVERNOR,
LEWIS TEXADA,
OF RAPIDES.

FOR SECRETARY OF STATE,
ROBERT G. BEALE,
OF EAST BATON ROUGE.

O STATE TREASURER,
J. V. DURALDE,
OF WEST BATON ROUGE.

FOR AUDITOR OF STATE
WALTER ROSSMAN,
OF CLAIBORNE.

FOR ATTORNEY GENERAL,
RANDELL HUNT,
OF ORLEANS.

FOR SUPERINTENDENT OF EDUCATION,
C. D. STILLMAN,
OF OUACHITA.

FOR CONGRESS.
First District—**GEO. EUSTIS, Jr.**
Second District—**THEODORE G. HUNT**
Third District—**PRESTON POND, Jr.**
Fourth District—**WILLIAM B. LEWIS.**

PARISH OF ORLEANS.

FOR STATE SENATE.
LEONCE BURTHE.
GLENDY BURKE.
J. J. MICHEL.

HOUSE OF REPRESENTATIVES.
First District

Second District—**THOS. H. SHIELDS,**
T. A. BARTLETTE,
A. G. BRICE.

Third District

Fourth District—**H. B. EGGLESTON,**
AUG. DEVALL.
Fifth District—**GUSTAVE LEGARDEUR, Jr.**
ARMAND PITOT, Jr.
Sixth District—**Capt. R. WADE,**
A. D. DORIOCOURT.
Seventh District—**F. C. LAVILLE,**
JOS. SOLOMON.
Eighth District—**S. P. de LABARRE,**
Capt. JAS. M. WHANN.
Ninth District—**A. C. T. MORGAN.**
Tenth District—**ISAAC THAYER,**
A. S. PHELPS,
H. L. MARSHALL.
Algiers—**L. LEON BERNARD.**

For Sheriff—**JOSEPH HUFTY.**
For Coroner—**CHARLES N. OLIVIER.**
For District Attorney—**M. A. FOUTE.**

FOR CLERKS OF COURTS.
First District Court—**NORBERT TREPAGNIER.**
Second District Court—**P. S. WILTZ.**
Third District Court—**HENRY BEZOU.**
Fourth District Court—**J. B. WALTON,**
Fifth District Court—**WILLIAM A. NOTT.**
Sixth District Court—**W. B. REESE.**

FOR ASSESSORS.
New Orleans—**FRANCIS TURNER,**
THEODORE DUREL,
JOHN T. DUFOUR,
JOHN A. WATKINS.
Algiers—**G. W. FOWLER.**

FOR TAX COLLECTORS.
First District—**THOMAS ASKEW.**
Second District—**JOSEPH HERNANDEZ,**
Third District—**DUVERNEY FARRAR.**
Fourth District—**GEORGE MENSHAN.**
Algiers—**EDWARD WILSON.**

FOR JUSTICES OF THE PEACE.
First Justice—**D. F. MITCHELL.**
Second Justice—**C. M. BRADFORD.**
Third Justice—**RICHARD RICHARDSON.**
Fourth Justice—**FRANCOIS CALONGNE.**
Fifth Justice—**WM. PILES.**
Sixth Justice—**ARTHUR FORTIER.**
Seventh Justice—**G. W. BUFORD.**

FOR CONSTABLES.
First Justice's Court—**WILLIAM C. QUIRK.**
Second Justice's Court—**JOHN A. AGAISSE.**
Third Justice's Court—**JAS. W. DUPLESSIS.**
Fourth Justice's Court—**JULES SORAPURU.**
Fifth Justice's Court—**F. B. HERNANDEZ.**
Sixth Justice's Court—**JOHN M. MEAD.**
Seventh Justice's Court—**LEVI GOLDING.**

WHY WE ARE FRIENDLY TO THE CZAR.—The London Times accounts for American sympathy with the Russian cause in the following manner:

Putting aside the old feeling towards England, the positive sympathy for Russia rests only on some supposed analogies between her position and their own. Russia is a new country; she is a great one, and will be a greater; she has an immense territory, which she is peopling, while population in Western Europe is stationary or actually decreases. She has a decaying State on her Southern boundary, of which she has taken much and wants more. A few years ago the Americans seized a province of their weak neighbor; an alliance of France and England was projected, which, if carried out, would have involved the Union in a long and dangerous struggle. The Russians occupied a similarly situated territory; the alliance was completed, is most powerful, and may last to interfere in the affairs of trans-Atlantic Turkey. We believe such ideas as these influence a large class of American politicians, but they are obviously too imaginary to be the cause of more than pamphlets and orations. Russia may be sure that we have not a Poland at our side, nor an earnest enemy in the great community we have founded.

The Times might also have informed its readers that Americans could not be expected to regard with favor an alliance whose first fruits had been interference in their concerns, and a direct threat of enforcing the balance of power principle in the Western hemisphere.

OPELOUSAS RAILROAD.—The special or accommodation train of the Opelousas railroad, which heretofore left New Orleans every Saturday evening at 4 o'clock, and returned on Monday morning by 10, has been discontinued. The hours of arrival at and departure from Tigerville, the present terminus of the road, have not yet been fixed. A steamboat is running in connection with the road at Tigerville, for all intermediate landings on Bayou Teche as far up as New Iberia, and all the travel which, previous to the opening of the road to Tigerville, went via. the Lakes and Donaldsonville to New Orleans, has been transferred to the railroad, which, besides being shorter and more expeditious, is also attended with much less expense.—[Thibodaux Minerva, 13th.

MURDER OF AN AMERICAN IN MEXICO.—We have just been informed by one of our most reliable citizens of the murder of Leonard Tucker, in the town of Cinnegas, Mexico. Mr. Tucker resided in this State for several years, and carried on business as a merchant, since the Mexican War, in the town of Candola, Nueva Leon, Mexico. He was a brother of the late Captain John Tucker, of Saluria, and was well known to many of our citizens, as a very inoffensive man, ever honest, and warm in friendship. He was possessed of considerable property. [Nueces Valley Adv, 6th.

SICKNESS IN WOODVILLE, MISS.—By reference to the Secretary's report, it will be seen that we have had ninety-six cases of yellow fever and twelve deaths, since the commencement of the present epidemic. The sanitary condition of our town at this time is quite encouraging, as most of the above cases are either well or convalescent, and of the few who are still sick, we hear of but one case that is considered dangerous. [Woodville Whig, Saturday

LATER FROM TEXAS.

BLOODY BATTLE IN MEXICO—THE MEXICANS AND INDIANS DEFEATED BY THE TEXAN RANGERS.

By the arrival yesterday of the steamship Louisiana, Capt. Talbot, from Indianola via Galveston, we have later dates from Texas and important news from Mexico. The Galveston News of Saturday last has the following paragraphs:

The health of our city continues good—no yellow fever. The weather is fine, but cool, and a general quietude prevails. In the retail trade there is some activity, consequent on the change of season, and the receipt of new goods, but the wholesale business is dull. We are forced to believe that there is very little money in general circulation, and mechanics are looking for the arrival of country customers for brisker times.

A despatch was received here on Thursday, stating that the Trinity had risen five feet at Cincinnati, and continued rising.

The Houston Telegraph says the receipts of cotton at Houston this season have far exceeded the corresponding period of any previous year. The wagon transportation is totally inadequate, but the Galveston and Red River Railroad will be completed from that city to Cypress Creek, over the worst road between that place and every point tributary to it, by the first or middle of January, and thereby diminish the difficulties of transportation fully one-fifth to the aggregate of the business of the place.

In an extra of the Galveston Civilian we find a letter from Capt. Callahan, in command of the expedition against the Indians, addressed to the people of Texas. The letter is dated Eagle Pass, Oct. 4. He narrates his movements from the time he set out up to one day after he had, in a sharp engagement on Mexican territory, defeated a large force of Indians and Mexicans. Captain Callahan's force consisted of 111 men—volunteers and rangers. He determined to push directly into the Mexican country and destroy the Lipan encampment, and accordingly he crossed the Rio Grande at Eagle Pass and marched directly towards the town of San Fernando, about thirty-five miles west of the river. At noon on the 3d they encamped on a small stream about ten miles from the Rio Grande, and up to this time the Mexican authorities and citizens had shown them much kindness and pretended to favor the expedition; many had even offered to enlist, but fortunately were not received. The Captain thus describes the battle:

After nooning it an hour or two, we marched on toward San Fernando, beyond which were the Indian camps. Having proceeded some ten miles along the highway to the city, over a widely-extended prairie, about three o'clock in the afternoon, while marching leisurely along, we descried three horsemen approaching us from a mot of timber about a mile to the northward. At first these men were not noticed, we supposing them to be Mexican herdsmen—but on their approaching within two hundred yards of us we discovered them to be Indian chieftains, ready dressed and painted for battle; and they were evidently striving to decoy us from our position. Forming my men in a line along the road, I waited for the enemy to begin the battle—for by this time large numbers of them had emerged from the timber, seemingly with the intention of attacking us; they soon spread out in front of us, and to our right and left, to the amount of several hundred horsemen, and commenced to fire on us. About this time one of my men fired on a chief, about two hundred yards distant, and broke a leg of his horse. Perceiving that the enemy, composed of both Indians and Mexicans, were trying to outflank us, I ordered my men to charge, which was executed in fine style, and thirty of the enemy were slain.

Whilst making our charge the left flank of the enemy which extended for near a half mile, came in on our rear and opened on us a very severe fire, during which four of our gallant men were killed. The front and right flank on which we charged, after a galling fire fled before us, leaving us in possession of the position which it was our object and determination to gain. Then we discovered that our enemy numbered some six or seven hundred, as all their footmen were concealed in the timber and had not advanced in view on the prairie. My men formed in a strong position beneath the bank of a small creek, on which the enemy had been encamped, and their whole force coming up against us, we continued the battle for about three hours, when they fled in the direction of San Fernando, leaving as we heard this evening, some eighty-five killed and with the loss of one hundred wounded. This we learn from some Mexicans who were engaged in the battle, and from other sources since my report to his Excellency, the Hon E M Pease. The same Mexicans have also informed me that the actual number of our enemy was seven hundred and fifty men. After retreat of the enemy, which was about dark, we supposing that they would come on us again before day, with large reinforcements we fell back to the Rio Grande, where we would be safe from any number of men and any quantity of artillery they might bring against us.

Approaching the town of Piedras Negras about sunrise, we took possession of it, and now occupy a position opposite Eagle Pass on the west bank of the Rio Grande.

The men who were killed of my command, are W. H. Clopton and August Smith of my company Rangers. Willis Jones, of Capt. Henry's company, and H. R. Holland, of Capt. Benton's company of Volunteers. The men wounded are John Gregory (dangerously,) of Capt. Henry's company, Capt. Nat. Benton, slightly, and 1st Lieut. Henry B. King, slightly.

Patton slightly, and Eustace Benton mortally, of my company.

My men, rangers and volunteers, conducted themselves with commendable bravery during the entire action, with two exceptions, who ingloriously fled from the battle field and crossed the Rio Grande before they stopped.

I am now occupying the town of Piedras Negras, opposite Eagle Pass, and intend to hold the position until reinforced from the settlements. The Mexicans have basely betrayed us, by pretending to favor our expedition against the Lipans and attempting to draw us into a snare at our late battle ground, which would have succeeded but for the bravery of my men against overwhelming odds.

I informed the prominent men of this place this morning, that we did not come here to fight the Mexicans, but to whip and exterminate the Indians, and that we do not desire to fight them, although they have killed and wounded several of our best men. I have told them that they must deliver up to us the Indians, otherwise the Texians will make THEM responsible for the murder of their wives and children and the depredations upon their property. It is now clear that they combine with and protect the Indians. I have tried to explain to them the injustice of their course, and have advised them that we will invade their country and burn the last of their towns, if they continued to protect and fraternize with this band of outlaws, whose hands are still reeking in the blood of innocent women and children, who have recently fallen on the soil of Texas, beneath the tomahawks of relentless savages. We molested none of their property until we found them fighting side by side with the Indians, whose demoniac hands are still wet with the blood of Texian women and children. And we have since troubled nothing save what was necessary for our own support and safety. Had we supposed the Mexicans would have united with the Indians against us, we would never have crossed into their country with our number of men—but we are now here, and intend to hold a footing until something is accomplished.

The Captain makes a stirring appeal to his countrymen for assistance, and says:

We are well fortified here, with cannon for our protection, and have support at hand sufficient to shield us from destruction till we receive reinforcements. We have brought all our wounded with us, and they are well cared for at the hospital at Eagle Pass. Our dead shall be brought in, and receive decent interment on American soil. We are in hourly expectation of an attack from a thousand Mexicans and Indians, but we can whip them. Again, I call on you for assistance for the sake of your individual protection and that of your common country. The Indians say they are determined to kill as they go, and they cross the Rio Grande for your settlements almost weekly. If they are not exterminated, any hour may ring the death knell of some of your kindred and friends.

There will be no safety for your frontier settlements hereafter. The Seminoles, Muscaleroes and Lipans are all determined to scourge Texas with blood and outrage so long as they remain unchastised. We fought all these tribes yesterday, and, as we learn, the celebrated Seminole Chieftain Wild Cat.

Men of the frontier!—come then and help us. Let none come but those who will and can fight. If you come, come quickly, and come well prepared.

The Civilian states that Capt. Henry E. McCulloch and others are raising volunteers to join Callahan.

The Eustace Benton, spoken of above as mortally wounded, was a son of Capt. Nat. Benton, nephew of the Hon. T. H. Benton.

[From the Baton Rouge Gazette, 12th inst.

"Where are the Affidavits?"

What right have you to make this inquiry, Mr. True Delta? What relation do you sustain to Mr. Miles Taylor, that you can thrust him aside from his own defence and with a magisterial air demand the affidavits? Is he so tethered by party lines, as to be guided entirely by the leading strings of the True Delta whenever it is necessary to defend his political reputation? Is the spirit of "Chapman" so degenerate these days, as to find no nobler ally than the political *Bantum* on Church street? Why, before Miles Taylor himself has the hardihood to deny or question the impressions which his anti-foreign-corruption notions made on the understandings of Mr. *Elam* and others, before the True Delta would allow him to *deny* or correct them, *that* embodiment of *Truth* takes up the quarrel and demands the affidavits! Why not let Miles Taylor, to whom the letter was addressed, refute or dispute or even *deny* the charge in it? Ah! you fear that he may probably have a much higher regard for that matchless virtue, truth, that you counterfeit, than will exactly conduce to the interest of the Democratic party.

Mr. Elam understood Mr. Taylor "to say *without any qualification* that if something was not done and done speedily to purify the ballot box from the corrupting influence of foreigners, American liberty would be lost."

Mr. Taylor does not deny this charge; and from the little value, which the True Delta places upon a personal reputation on the part of that gentleman, it would seem that he will not be permitted to do so.

The True Delta, however, with an extraordinary zeal, excessively admirable, confronts the charges *before* they are denied! Indeed, he seems to consider this matter of *a positive* and *direct denial* of secondary importance, if he can successfully avoid the affirmative assault of Mr. Elam by trying to prove a negative. Though armor bearer to Miles Taylor, this redoubtable editor, becomes so enlisted in this political dispute, that he leaves his chagrin-leader uncovered and unarmed to the assaults of his foe, while *he* for a more certain victory attacks Mr. Elam from another quarter. It really appears, too, that, while little solicitude is felt as to the thrusts Mr. Taylor may receive in his political corporosity, the True Delta, with the assistance of its vassals on church street, is determined to make away with Mr. Elam. It seems to them, the only mode of saving their leader. But however much they may desire to take this fight off Mr. Taylor's hands, they cannot do it. He is not fighting against Mr. Elam, the "Solitary Mourner" nor any one else; but against his own expressed opinions, presented in a tangible and unquestionable shape. He may dread to meet so monstrous a foe but should be encouraged with consolation offered by old Hudibras.

> "He, that is valiant and dares fight,
> "Though drubb'd can lose no honour by 't."

Mr. True Delta, there is no question of the outrage you and the Advocate have committed against Mr. Taylor and the Democratic cause in the flimsey defence you have made for that persecuted individual.

Neither of you deny that a conversation *did* take place under the circumstances stated in Mr. Elam's letter and you both try to explain away the opinions expressed by Mr. Taylor on that occasion. Says the Advocate, Mr. Taylor contends and his friends insist that in the conversation mentioned, he did not speak of the foreign vote in the terms or in the sense imputed to him by the strong letter writing weakness, "*but did condemn the corruptions practiced at the ballot box by both parties.*" The True Delta says, "Mr. Taylor has always been endeavoring to correct the corrupt and unfair practices, which have been notorious at preliminary elections for delegates, and which he *and* the adopted citizens denounced at all times and upon all occasions."

Now if Miles Taylor did, as the political "Thersites" on Church street declares, "*condemn the corruption practiced at the ballot-box by both parties,*" Mr. Elam was at least correct in stating that "the subject of the conversation was the corrupting influence of the foreign vote or the efforts resorted to for obtaining the vote of foreigners in the city of New Orleans." How Mr. Taylor expressed himself on this subject is the matter in dispute.

Mr. Elam asserts that he (Taylor) directed his condemnatory remarks against the foreigners *without any qualifications.* The True Delta, by a display of logical tactics inimitable to the Advocate, undertakes to establish a sort of political *alibi* in the case. It insists that Mr. Taylor was warring against the private corruptions of the Democratic party in its preliminary elections—instead of the foreign vote in final elections. He would have Mr. Taylor's conversation interpreted thus: "If something is not done and done speedily to correct the corrupt and unfair practices, which have been notorious at preliminary elections of the *Democratic party*, (for he is supposed, in honor, to be unacquainted with the domestic affairs of the other party) for the selection of delegates, American liberty would be lost." Really, if any body *is* acquainted with the *modus operandi* of Democratic preliminary elections, *Miles Taylor's* recent experience enables *him* to be; and perhaps *he* feels the full force of the above-prediction.

This posture of defence assumed by the True Delta reminds one very much of a scene which has doubtlessly been published in that paper itself.

"Well, Thomas," said the Justice, "What do *you* know about this fracas?" "I know Bob never struck Billy Patterson." "Were you present, sir, at the time it is alleged the striking took place?"

"Why—no sir" "Then why are you so positive in your assertions? Did Bob ever deny striking Billy Patterson in your presence?" "No sir." "Well then, sir, how do you know that Bob never struck Billy Patterson?" "Why, you see, Bob and I are all one. *I* never struck Billy; and, therefore, I am sure *Bob* never did either. Please your honor, Bob has been striking somebody else all the time."

The True Delta holds the curb-strings of Mr. Miles Taylor's political faith, and as *he* of the True Delta never condemned the corrupting influence of the foreign vote, nor wished to see it purified, therefore never did *Miles Taylor*.

And such is the *get-about* way in which the True Delta thinks best to answer the *direct* charges of Mr. Elam; the probable result of which will not be a matter of self-gratulation to Mr. Taylor.

The True Delta and the Advocate make out a much stronger case against Miles Taylor than Mr. Elam does. He is represented by them as not only condemning the domestic transactions of the Democratic party; but of charging upon *them* instead of *foreigners* a share of the corruption attending the exercise of the right of franchise. In fact they go even to the extent of insinuating that whatever opinions Mr. Taylor expressed in his conversation with Mr. Elam, were directed against the very party *he* represents in the Congressional contest. They have placed Miles Taylor in a dilemma, either horn of which he would not like to grapple. It is matter of choice with him to say whether it is the corrupting influence of foreigners or the rascality of his own party that is to be deprecated the most.

Let *him* speak "for himself and not others." When he denies the charges contained in Mr. Elam's letter I have no doubt the affidavits can be produced if thought necessary.

"CRESS."