New Orleans Daily Crescent.

DOUBLE SHEET.

NEW ORLEANS:

WEDNESDAY MORNING, AUGUST 12, 1857.

Is It Not Time?

We take the subjoined paragraph from the Jackson Mississippian of the 4th instant:

FRANK GREGON.—A San Francisco paper says: Our news from Oregon Territory is to the 20th of June. The vote in favor of a State Government is fully confirmed. The policy of making Oregon a slave state is zealously urged by a party in that Territory, and the prospectus for a pro-slavery paper has been issued.

Is it not time, remarks the Mississippian, that a Governor was sent to Oregon to make an isothermal argument against the establishment of slavery in the future State, and to convince the people that the "climatic law" forbids the existence of the institution there? If that sort of executive intervention was right in Kansas, is there any objection to it in Oregon?

If the Buchanan-Walker-Kansas policy is sustained by the people of the South, they will estop themselves from all right to object to the application of the same policy elsewhere. The rule that is now turning over Kansas to the Freesoilers, originated and applied by an administration of the South's own selection, if made to bear upon Oregon and all other Territories of the North-West, will be all right and proper as the world goes, if our people do not rise up in universal indignation and denounce the base treachery of which they have, thus far, been made the victims.

If it be right for the present so-called Democratic administration to rule the South out of Kansas, it will not, certainly, be very wrong for succeeding administrations to rule the South out of the balance of the Territories.

[COMMUNICATED.]

Hon. Miles Taylor and his Votes in Congress.

To the People of the parish of Lafourche:

You are called on by the Democratic party of Louisiana to vote for the Hon. Miles Taylor for Congress! Before having complied with that demand it would be well for you to know that Mr. Taylor was one among many who voted in the last Congress against a resolution under which the "bill to remove obstructions in the Bayou Lafourche, Louisiana," might have passed the House of Representatives and become a law, for it had already passed the Senate. Let us examine the record:

We all know it to be a cardinal doctrine of the Democratic party to oppose appropriations of public money at Washington to improve our rivers and harbors. But an individual Democrat may sometimes be found who votes for such appropriations *within his own District*, while he is bitterly opposed to all out of it. This struggle between political principle and personal interest usually prevailed somewhat with Mr. Taylor in the case before us. But his very decided opposition to river and harbor appropriations elsewhere, in other States than ours, under this Democratic dogma, enabled Mr. Taylor successfully to kill "the bill making appropriations for the improvement of Cape Fear river in North Carolina," (page 577) which success, unfortunately for the people of Lafourche, extended itself also to the bill to improve that Bayou, in his own District, as the sequel here will prove to you.

By reference to the journal of the House for the last session, you will find at page 126 that nearly one hundred bills which had passed the Senate were on the Speaker's table awaiting the action of the House. Among them, as you will see enumerated, the largest number were river and harbor bills for different sections of our country; and for Louisiana they embraced the "survey of Atchafalaya Bay and its approaches;" another "the survey of the Falls of Red river, near Alexandria;" another "to provide for continuing the improvement of the Mississippi river," and another "to remove obstructions in the Bayou Lafourche, Louisiana," together with the bill already mentioned for the improvement of Cape Fear river in North Carolina. The appropriation for Lafourche was $31,000.

Now, in order to reach this mass of demands for harbor and river appropriations, the chairman of the Committee on Commerce (Mr. Washburn,) wisely proposed the following resolution. See page 572.

Resolved, That the Committee of the Whole House on the State of the Union be discharged from the further consideration of the bill of the House, (H. R. 295,) to continue the improvement of the Cape Fear river, North Carolina, and that the House proceed to its consideration; and that when so under consideration, *it shall be in order to submit an amendment thereto, embracing similar provisions for various other rivers and harbors!*

Had this resolution been adopted, the chairman was prepared to move an amendment, embracing all "similar provisions for various other rivers and harbors" already indicated, and among them the bill to improve Bayou Lafourche.

The first motion in order was to dispense with the rules, so as to enable Mr. Washburn to submit his resolution. Two-thirds are necessary to decide. The vote stood—yeas 124, nays 55. So the motion was carried and the rules dispensed with, notwithstanding Mr. Taylor voted against it, and so did Thomas Green Davidson!

Thereupon, Mr. Washburn submitted his resolution and the question came up, "will the House agree to the resolution?" Two-thirds necessary to decide. The vote stood—yeas 106, nays 66. This motion was lost, because two-thirds did not vote for it. Mr. Taylor voted against it of course.

Mr. Knowlton then moved a reconsideration, which was carried, the vote being—yeas 106, nays 58. But Mr. Taylor here again voted against it, and so did Thomas Green Davidson.

The resolution of Mr. Washburn now being up a second time and in order for a second trial, the vote on its adoption was taken, and the resolution a second time was lost. The vote being—yeas 113, nays 60.

Two-thirds not voting for it. Mr. Taylor is found again voting against it as before, who, with Thomas Green Davidson and a few others, succeeded this time in killing it as dead as Julius Cæsar! See page 576 and 577.

On the same day Mr. Winslow moved to consider the bill making appropriation for the improvement of Cape Fear river, N. C., *without the consideration of the other resolution of taking up other similar bills as amendments*. Mr. Taylor's vote is found in the negative! See page 577.

Men of Lafourche! this is your Representative. You elected him to protect your dearest interests at Washington. You want the obstructions in your Bayou removed, but Democracy will not permit Mr. Taylor to vote, as a principle, for appropriations for harbors and rivers because it is against the creed of the Democratic party! He might favor such to some extent within his own District upon a direct vote; but how can his constituents on Lafourche ever expect to get through him what he positively refuses to others—and he must refuse to others or he cannot be a good Democrat!

Bayou Lafourche must therefore go without this aid of the General Government. You can never get it until you have a Representative of the Old Line Whig school who advocates the old Whig doctrine of free appropriations of the public money to improve our harbors and rivers and thereby to improve our commerce and our agriculture!

Had Mr. Taylor's politics allowed him to advocate this good old doctrine of the Whigs, your Bayou would now be navigable from one end to the other, and your lands would not be overflowed in high water.

AMERICUS.

A NEW MEDICINE.—A curious affair occurred recently in Mahoning, Ohio, which is thus related in a paper published in that place:

A few days since a German applied at one of our stores for a quarter of a pound of "peter salt," meaning epsom, or bitter salts. The clerk, supposing him to mean saltpeter, did up the required amount. It was taken home, and two table spoonsful administered to a girl in the family as a purgative. She complained, after taking it, of a burning sensation in the stomach, and sharp shooting pains in the head, but these in time wore off. The "peter salt," however, not producing the desired effect, complaint was made to another clerk of the same establishment, who, upon examining the paper, discovered where the trouble lay, and proceeded to explain the difference between peter salt and saltpeter, to the astonished purchaser. We are thoroughly convinced that the girl ought to stay *cured* for life after such a *packing*.

WIFE-MURDER.—A blacksmith named Heagney, residing in Delaware county, N. Y., beat his wife to death a few days ago because she did not prepare his dinner, she alleging that she had no wood to cook it with. He also nearly killed his son, a lad of twelve years, for remonstrating against his conduct.

THE SENATE OF THE UNITED STATES.

NUMBER XVII.

The seat adjoining that of Gov. Brown is occupied by the Hon. Richard Brodhead, of Pennsylvania. His term, however, expired on the 4th of March last, and his political career is at an end. By much intriguing, the nomination for his successor was secured to John W. Forney—but, it will be recollected, that three Democratic members of the Legislature repudiated Forney at the pinch of the bill, and Simon Cameron was elected. Mr. Buchanan has attempted to break Forney's fall by sundry tenders of consulships, etc., but Forney has retired in moody disgust from the lists of office-seekers, and issued proposals for a new Democratic paper in Philadelphia, in opposition to the Pennsylvanian. Being a man of great ability, and withal, utterly unscrupulous, corrupt and unprincipled, it is expected that he will have a lively time of it with his neighbor of the Pennsylvanian. In fact, the war has already commenced on the part of the latter.

Of Mr. Brodhead, little need be said, for, in fact, little *can* be said. He served several years in the House of Representatives, where, by his devotion to the iron interests of his State, he gained sufficient favor with the Democracy to ensure his election to the Senate. His principal business in this latter body lay in the same direction. It was rarely he had anything to say or do, except in connection with the subject of iron, and being personally interested in the iron business, the incitement of self-interest, as well as his obligations to his constituents, made him, in this respect, vigilant and active. Physically, he seems to have been cast in an iron mould. He is remarkable for the enormous size, length and sharpness of his nose—that particular feature reminding one, irresistibly, of the iron wedges with which the negroes in Virginia split up logs into fence-rails.

The reduction of the duty on iron, in Mr. Hunter's late tariff bill, he opposed with might and main, trifling as it was—but Mr. Hunter carried it through for all that. He and Mr. Hunter had a long tussle over the subject, the debate extending late into the night. But Brodhead had but few backers, and his opposition was utterly fruitless.

Owing to some hitch in the local politics of the State, Brodhead and Old Buck have been political enemies for years—the feeling being much the same as that existing between the Slidell and Soule factions in Louisiana. For this reason Old Buck has not pensioned him off, as he has done Cass and Toucey, with a fat office. He has permitted Brodhead to sink quietly into obscurity, from which it is extremely doubtful whether he will ever emerge.

Next to him, we have Judge Iverson, of Georgia. Judge Iverson, several years ago, served one or two terms in the House, but, becoming disgusted with the rowdyism of that body, retired to the dignified quiet of the bench. In 1854, after Howell Cobb had beaten the Southern Rights' party in Georgia, and when he supposed he had the whole State in a sling, Judge Iverson made bold to oppose him in his ambitious reachings after the senatorial logn. Howell was so confident of success that he paid no attention to the opposition—but when the trial of strength came, Cobb was nowhere. Notwithstanding his personal presence at the Capital when the election was held, Judge Iverson won the race handsomely; and it is reported that Cobb left the metropolis at a two-forty gait, and in a towering rage.

Judge Iverson is a man of superior ability. Not as noisy and blustering as Toombs, he yet thinks profoundly and expresses himself with elegance and fervor. Far more stable and reliable in his opinions than Toombs, he is a man, to use a rather expressive (though of doubtful taste) illustration, that "it will do to tie to." Nobody ever knows where Toombs may be found on any question, but there is no mistaking the position of the Judge. He is a bold, fearless and honest representative of the States' Rights Democracy of the South—would not "flatter Neptune for his trident," or yield an inch of what he believed to be right, for all the parties, offices or spoils of a thousand administrations.

His detestation of anything mean or unjust was illustrated strongly in a debate that occurred just before the close of the last session. Stuart, of Michigan, had been vainly endeavoring to get an appropriation for some work of improvement in his State. Failing in it, he became annoyed, got out of temper, and charged the Southern Senators with opposing every appropriation for the North, and voting cheerfully for those in the South. Several Senators reproved him for so unjust a charge, and, among others, Judge Butler reminded him that he had so far acted on principle in the matter as to vote against an appropriation for Charleston harbor in his own State. But most of these reproofs were conveyed in mild language. Judge Iverson, stung with a sense of injury, as well as aggrieved by the gross injustice of Stuart's charge, repelled it in terms of severe and terrible denial, closing with the repetition of the truism, that "the corrupt are always suspicious and the suspicious nearly always corrupt." Stuart, as usual, pleaded for mercy, and the subject dropped.

Had Judge Iverson political ambition, and did he resort to the usual artifices of politicians for keeping his name prominently before the public, he would attain a much higher rank as a statesman than he now enjoys. But he seems to be indifferent to fame, and is ambitious only of serving his State with zeal and fidelity.

His neighbor on the left is the Hon. Hannibal Hamlin, of Maine. Gov. Hamlin, before the late re-organization of parties, was a leading Northern Democrat. But he could not stomach the Kansas bill, and voted against it. He still, however, maintained his position in the Democratic ranks, until some time during the first session of the last Congress, when he made a formal recantation of his Democracy, and enrolled himself among the Black Republicans. Soon afterwards, he was nominated by that party for Governor of Maine, resigned his seat in the Senate, canvassed the State, and was triumphantly elected. He entered on the discharge of his duties as Governor on the first of January last, served four or five weeks, resigned, was re-elected to the Senate, and once more took his seat among his old associates in that body. So that he is, emphatically, a fast man.

In point of ability, he is about up to the usual average. Though there is nothing new or original in his speeches, he expresses himself neatly and smoothly. Like most of the Northern men, his gesture is awkward, and his accent bad. Being, by long odds, the ablest man of his party, or indeed, of any other party in his State, he may be considered as holding a life-estate in the Senatorial office. There will be a lively time of it next winter between him and Clay of Alabama, when the latter brings in his promised bill to abolish the fishing bounties.

ESSEX.

THE ARMY BILL SUSPENDED BY INJUNCTION.—Our lately received exchanges from the city of New Orleans, contain at length the injunction granted by the Hon. H. R. Eggleston, Judge of the Fifth District Court of the parish of Orleans. This odious measure, worthy alone of an Eastern despot, is pronounced in the application to the able judge to be upon *facto* null and void, and among the reasons adduced for granting the writ of injunction prayed for by the Mayor and members of the Councils of the city of New Orleans, we will merely mention the two most salient ones. They are, in substance, as follows:

In the first place it is unconstitutional, inasmuch as it infringes the constitution by depriving a citizen of the State of the privilege of trial by jury, a privilege which is clearly and emphatically guaranteed by the Constitution of the State of Louisiana and of the United States.

In the second place, it seeks to deprive him of the privilege of ball when charged with an offence, which neither the Constitution nor the laws of the State recognize as capital.

Now, reader, what think you of this? Only two infractions of the organic law of the State, the paramount law of the land, the Constitution of the United States—in one single act! Who will deny, henceforth, that the ignorance and stupidity evinced by the dominant party during the last session of the Legislature, are without a parallel, save in the magnitude and effrontery of its venality and corruption! Alas! poor Louisiana! [Alexandria American.

RELIGION IN THE RING.—Two Philadelphia Irishmen, named Bradley and Raskin, went to Canada and fought a well contested battle in the ring, a few days ago. Bradley won the fight after nearly 200 rounds, damaging his antagonist so badly that his chance of surving was small. A correspondent of the Baltimore American says:

Not the least disgusting feature of this disgusting business, is the fact that religion, or its name, has been mixed up with it. Bradley, the victor, is a Catholic, or claims to be one, and the vanquished ruffian is a member of the Protestant Association. Catholicism and Protestantism are therefore dragged into the conflict, and men who scarcely know what either name implies, are grieving over the result, or crowing with the victor, for the religious principles involved.

A man may, with truth, be said to make a false step in life when he mistakes the cellar stairs for those leading to the chambers, on retiring to bed.

BRIDGEWATER PAINT.

BRIDGEWATER MINERAL PAINT,
FOR WOOD, BRICK AND OTHER BUILDINGS,
Steamboats, Ships, Railroad Cars,
DEPOTS, AND ALL OUT-DOOR WORK
—Also, for all kinds of—
IRON WORK, ABOVE AND UNDER WATER.

G. C. BOGERT & CO., Agents,
No. 72 Camp street, N. O.

The superior qualities of the BRIDGEWATER PAINT are so extensively known, and its reputation so favorably established, that the Agents do not deem it necessary to enter into any lengthened description of its merits, and will therefore only point one few of its prominent properties, and refer direct to selected testimonials from parties, for the most part, well known in this vicinity.

For covering Roofs, either Tin, Iron, Zinc, Paper, Canvas or Wood, it will be found invaluable, as the handling, shrinking or warping of the material upon which it is used, does not affect the Paint. In twenty four hours it dries, and in four weeks it becomes a perfect Slate. As a FIRE and WATER PROOF Paint, it will be found superior to any other, and a perfect protection to buildings against sparks, cinders, etc.

It possesses great BODY, ELASTICITY, FLEXIBILITY and ADHESIVE properties, superior to any mineral substance now in use.

For DECKS of STEAMERS, either Wood or Canvas, it has no rival, as it not only dries readily, but becomes as hard as stone in a comparatively short time, forming a coating perfectly SPARK and CINDER PROOF. The great body of the Paint, which has astonished all painters who have used it, makes it the best and cheapest covering for WOOD, TIN, CANVAS or MUSLIN ROOFS.

For every description of SHIP PAINTING, either Wood or Iron, above or under the water, it will be found unsurpassed, and it is especially recommended for decks of vessels. The certificates annexed on this point are most convincing.

For RAILROAD CARS, DEPOTS, BRIDGES AND ALL OUT-DOOR WORK, it has been successfully used at the North and has proven of incredible service in durability, as well as in the protection it affords against leaks, and injury to the cars from the effects of falling sparks and cinders.

For the purposes for which the Paint is recommended, it is UNRIVALED, and its value for PLANTATION use, for STEAMBOATS, etc., etc., is INCALCULABLE, besides being CHEAPER than ANY other PAINT in the COUNTRY. Its peculiar qualities must secure its general use in the South; and EVERY PLANTER, BUILDER and STEAMBOAT OWNER will by a single trial, be convinced of the superior advantages of the BRIDGEWATER PAINT, on the score of economy, durability and protective properties over all other mineral substances.

DIRECTIONS:

The quantity of oil required to reduce it to a proper consistency for use, depends upon the absorbing character of the surface to which it is applied. Great care should be observed to sweep clean the surface before painting. In applying it to canvas, it is better to use floor sizing first, as it prevents the decaying of the cloth, and makes a smooth, hard body, fire and water proof. One hundred pounds covers a surface of two thousand square feet with two coats.

In mixing with raw linseed oil, one pound of Litharge should be used to five gallons of oil. With the boiled oil no drier is necessary.

The BRIDGEWATER MINERAL can also be used for Fences, Barns, etc., by substituting lime for oil. Thus: One-twentieth lime, well slacked, then mix with the Mineral and reduce to a consistency for use by adding water. Apply with an ordinary white-wash brush.

Selected Certificates.

Certificate of the New Orleans Underwriters.

The undersigned Underwriters, having confidence in the BRIDGEWATER PAINT, for the covering of shingle roofs and frame buildings, will, at all times, give those fire risks a preference where the Bridgewater Paint is used.

L. MATHEWS, Agent Sun Mutual Insurance Company.
T. A. ADAMS, Pres't Crescent " "
A. BROTHER, Pres't Home " "
J. PEMBERTON, Pres'T N. O. " "
EDWARD CHEVIS, Agent General Mutual
CHAS. BRIGGS, Agent Liverpool and London " "
SAML. F. ASHTON, Agent Delaware Mutual " "

Certificate of John F. Miller, of Attakapas.

New Iberia, Attakapas, March 13, 1852.

In July last, I was induced to apply the BRIDGEWATER MINERAL PAINT to my Sugar House, and I very respectfully have exceeded my expectations, and the recommendations made by the Agents, Messrs. G. C. BOGERT & CO., I cheerfully add my testimony to the numerous ones announced in the Agent's Circular, and have no hesitation in pronouncing it equal to any of the best Fire and Water Proofs I have ever known. When I have applied it, it has been exposed to the sun since last July, and has neither shrunk nor cracked, and has formed a solid metallic surface which has proved entirely impervious.

(Signed) JOHN F. MILLER.

New Iberia, Attakapas, March 28, 1856.

The opinion entertained by me of the BRIDGEWATER PAINT, as expressed in the above certificate in 1852, has been more than confirmed since. I consider it the most valuable paint known, and combines all the virtues claimed for it by the Agents.

(Signed) JOHN F. MILLER.

Certificates of Masters of Vessels, Ship Carpenters, etc.

Certificate of Hughes & Valette.

New Orleans, March 4, 1855.

We have used the Bridgewater Mineral Paint for, will, G. C. Bogert & Co. as agents, for the past five years, on steamboats, and on the Louisiana Dry Dock, and have had every opportunity of judging of its merits as a durable and protective paint.

In our opinion, it is superior to any we have ever seen when applied on fresh work, and is in every respect equal to what it is represented to be. In a short time it becomes a perfect slate, and yet possesses great body and elasticity. For decks of vessels, railroad cars, bridges, depots, and every description of painting, it has been exposed to the weather, the Bridgewater Paint we consider invaluable.

(Signed) HUGHES, VALETTE & CO.,
Agents of the Louisiana Dry Dock.

Certificate of Wm. C. Templeton.

G. C. Bogert—Dear sir: I have used your BRIDGEWATER PAINT on the decks of my steamboats, and find it fully tested its value, cheerfully recommend its use as the best and most economical paint I have ever used. I also find it unequaled for painting decks covered with canvas, as it is durable, impervious to water, and a protection against fire.

(Signed) W. C. TEMPLETON.

Certificate of Capt. Hall, bark Hiawatha.

New Orleans, Dec. 17, 1856.

I have used the Bridgewater Paint on the decks and houses of the bark Hiawatha, and find it superior to any paint, a year since, I recommend it to masters of vessels, especially for decks. In June last my decks leaked, and the Bridgewater being strongly recommended, I applied it, since which time they have been perfectly tight, and have not needed caulking or painting.

(Signed) DAVID. H. HALL, Master bark Hiawatha.

Certificate of Capt. Gale, of ship R. D. Shepherd.

New Orleans, Dec. 18, 1856.

Having used the Bridgewater Paint, on decks and other parts of my vessel, for the same time past, I cheerfully add to its merits, and consider it the best paint for durability and protection that I have ever used.

(Signed) JAMES GALE, Master of ship R. D. Shepherd.

Certificate of Capt. Hiler, of ship Tirrell,

New Orleans, March 3, 1856.

I have been using the Bridgewater Mineral Paint on the bottom of my ship, for the past two years, and consider it a most valuable paint for sea-going vessels. I recommend it as such without hesitation, both for economy and its undoubted protective qualities.

(Signed,) THOMAS G. HILER.

Certificate of Capt. R. Tucker, of ship Helen McGregor.

New Orleans, March 30, 1856.

I have tested the Bridgewater Paint, for which G. C. Bogert & Co. are agents, in various ways on my ship for the past two years, and have found it in every respect superior to any paint I have ever seen. It is, in my opinion, invaluable as a durable and protective substance, and I recommend it to masters for ships' use in preference to any other.

(Signed,) R. TUCKER,
Master of ship Helen McGregor.

Certificate of Capt. St. Clair Thomasson, of the Steamer Magnolia.

New Orleans, Dec. 2, 1851.

Having painted the hurricane deck of the passenger steamer Magnolia, under my command, with the BRIDGEWATER PAINT, I cheerfully recommend it for its impervious qualities, and have no hesitation in pronouncing it superior, in my judgement, to any mineral paint before the public, and believe it to be a certain protection against the effects of sparks and cinders. It has also proved entirely water-proof on my deck after three months' use.

(Signed,) ST. C. THOMASSON.

Certificate of Capt. William Brown, of Towboat Porpoise.

I have used the BRIDGEWATER PAINT, for which Messrs. G. C. BOGERT & CO. are agents, on the hurricane deck of the towboat "Porpoise." The paint has been on about three months, and sparks and cinders falling upon it, have burned wood feet whatever. In about four weeks it became a perfect slate, and I am satisfied of its possessing all the qualities necessary to insure it a certain protection against the effects of sparks and cinders. I confidently recommend the Bridgewater Paint for the purposes set forth in the Agent's circular.

(Signed,) WM. BROWN, Captain of Towboat Porpoise.

New Orleans, Feb. 4, 1854.

Having had the Louisiana Dry Dock painted with the BRIDGEWATER PAINT, and its merits thoroughly tested, we concur in opinion with Capt. Thomasson, of the Magnolia, and Capt. Brown, of the Porpoise. We cheerfully recommend said paint as a superior article.

HUGHES, VALETTE & THOMAS, Louisiana Dock Yard.
J. F. WHITNEY & CO., Agents Louisiana Dry Dock Co.

Certificate of Capt. Thos. S. Minott, of Ship Oxford.

New Orleans, May 4, 1852.

I have used the BRIDGEWATER PAINT on the iron work, as also on the decks and canvas tarpaulins of the ship Oxford, and entirely to my satisfaction. I find that much of the rusting of iron and rotting of wood and canvas is prevented by the use of the Mineral Paint, and can recommend it to ship masters and owners as a valuable and thrifty paint. THOS. S. MINOTT.

Certificate of Wm. S. Adams, Master of Ship Joseph Holmes.

New Orleans, Dec. 8, 1852.

I have used the BRIDGEWATER MINERAL PAINT on the iron work of the ship Joseph Holmes, for the last twelve months, and think it is superior to red lead or any other mineral for iron that is exposed to salt water. WM. S. ADAMS.

Certificate of Wm. Cutts, Master of Ship Charles Cooper.

New Orleans, Nov. 26, 1856.

I feel compelled, after having the BRIDGEWATER MINERAL PAINT on the decks of my ship over nine months, to say that it is proved infinitely superior to any Paint I have ever seen. I gave a certificate in March last, after one month's use, and my convictions then have been more than confirmed, and I have now no hesitation in saying that the Bridgewater Paint CAN NOT BE EQUALED for ship purposes, and can now safely say to masters not corroding by the action of salt water, nor blistering or warping by exposure to the sun.

WM. CUTTS, Master of ship Charles Cooper.

Certificate of Capt. M. L. Carpenter, of Ship Elizabeth Denison.

New Orleans, Dec. 4, 1852.

I have used the BRIDGEWATER MINERAL PAINT, for which G. C. BOGERT & CO. are Agents, on the decks of my ship, and I can testify to its superiority over paints which I have ever used. It is cheaper and more durable than any other, and I have no hesitation in recommending it to masters as the best substitute for ship purposes. I know of

M. L. CARPENTER, Master of ship Elizabeth Denison.

Certificate of J. H. Whiting, Master of Bark Yankee Blade.

New Orleans, May 1, 1852.

The BRIDGEWATER Fire and Weather Proof PAINT, having been strongly recommended to me, I was induced to apply it to the deck of my vessel, and it gives no better satisfaction than any other paint I have ever used. I recommend it to ship masters, and believe it will when properly applied, prove the best of decks and preserve the wood. I consider it a valuable discovery for ship owners, and I cheerfully bear testimony to the Bridgewater Mineral Paint in preference to any other.

J. H. WHITNEY, Master of Bark Yankee Blade.

Certificate of J. H. Ashby, Master of Schooner L. F. Rogers.

New Orleans, July 17, 1852.

I have used the BRIDGEWATER PAINT on the decks of the Schooner "L. F. Rogers," and find it the best I have used for decks I have ever used. J. H. ASHBY, Master.

BRIDGEWATER PAINT.

Certificates of Railroad Ors, officer.

West Point, Dec. 17, 1851.

I have used the BRIDGEWATER PAINT upon the buildings under my charge at West Point, and have found that it answered all my expectations. I have no hesitation in adding my testimony to the good qualities of the paint, deeming it the best article I have ever used.

Lieut. and Quarter Master U. S. Military Academy.

Certificate of Oliver H. Lee, Superintendent of Hudson River Railroad.

Hudson River Railroad Office, New York, Jan. 16, 1852.

This is to certify that I have used the BRIDGEWATER PAINT on roofs of cars, on a metal roof of Depot buildings, and on iron work generally, and to some extent on wood work, and have no hesitation in saying that, besides taking the prize into consideration, it is the best article for the uses I have named with which I am acquainted. It seems to possess durability and adhesiveness, and fully meets my expectations.

OLIVER H. LEE,
Late Superintendent of H. R. Railroad.
Mr. Lee is now Secretary H. R. Railroad.

Certificate of D. C. McCullum, Asst. Engineer N. Y. and Erie Railroad.

Engineer's Office, Oswego, March 16, 1852.

Having to some extent used the several Mineral Paints which have been before the public for several years past, and finding none of them what, in my opinion, they were recommended to be, I was induced very reluctantly to try the BRIDGEWATER PAINT. I have painted several Bridges on the New York and Erie Railroad with this article, and find it to be much superior to any article of the kind now in use.

(Signed) D. C. McCULLUM,
Assistant Engineer, N. Y. and E. Railroad.

Certificate of G. H. Talcott, Brevet Lieutenant Colonel New York Arsenal.

New York Arsenal, Oct. 3, 1851.

Being advised by one of the first painters in the city of New York to use the BRIDGEWATER PAINT in preference to any other, upon the Ordnance Buildings in my charge, on Governor's Island, I did so, and found it all that it was recommended to be. The buildings, which are of brick, speak for themselves, and I cheerfully give my testimony in behalf of the virtues of the paint, deeming it superior to any now in use.

G. H. TALCOTT, Bt. Lt. Col.

Certificate of B. S. Alexander, of the United States Military Academy.

West Point Military Academy, Jan. 26, 1852.

I have used the BRIDGEWATER PAINT upon some of the buildings under my supervision at West Point, and I cheerfully add my testimony as to its durability and cheapness. In future, I shall recommend it to my friends and use it myself.

B. S. ALEXANDER, Lt. Eng., U. S. A.

Painters' Certificates.

New York, Nov. 1, 1851.

I have been using Bridgewater Paint for the last six months, in preference to any other mineral, and in no instance have I been disappointed in its qualities. I painted the Ordnance Buildings, on Governor's Island, with it, and I have no hesitation in saying it covered the brick and lime much better than any paint I could have used.

BADCLIFF CARMAN, Painter and Dealer in Paints, 88 Barclay street.

New York, Oct. 1, 1851.

The undersigned, having been induced by recommendation to use the Bridgewater Paint on the roof of their office, which was in so shaky a condition that during storms of any great duration it came through in several places, are happy to state that the roof of the office has been rendered perfectly dry and tight.

FARRAS & BELLONI,
Cor. Ninth and Stuyvesant streets.

New York, Dec. 30, 1851.

We certify that we have used the Bridgewater Mineral Paint and are satisfied from our own observation that it is full equal to any paint of the kind now in use.

FARRINGTON & CLARK, Painters and Dealers, 210 Eighth Avenue.

Certificate of Joseph Benson, Painter, 132 Camp St., New Orleans.

New Orleans, Feb. 6, 1852.

I have used the Bridgewater Paint for the past five months on brick, iron, clapboard buildings, and on tin, shingle and canvas roofs, and in every instance it has given the utmost satisfaction. Frequent tests and experiments made under my immediate direction, I can testify to its being, proof against the effects of sparks and cinders, and a protection against leaks. I consider it far superior to any mineral paint I have ever seen, and invaluable for all outside purposes; possessing one ingredient that particularly recommends it for use in a Southern climate.

JOSEPH BENSON, Painter,
No. 132 Camp street.

The attention of Planters is particularly directed to the following:

We, the undersigned, Cotton Factors and Commission Merchants, also cheerfully recommend the Bridgewater Paint for the purposes set forth in the Agent's Circular, and believe we are serving the interests of planters by calling their attention to its portable, enduring and protective qualities.

JAYNE & HARRISON,
WRIGHT, WILLIAMS & CO.,
GEO. M. PINCKARD & CO.,
BUCHANON, CARROLL & CO.,
WARD & JONAS,
HART & DESAULLES,
HILL, MORGAN & CO.,
M. GREENWOOD & CO.

In addition to the above incontrovertible testimony of the superiority of the BRIDGEWATER PAINT, the Agents have in their possession innumerable certificates, which may be seen on application at their office.

The Agents deem it their duty, as well for the protection of the public as for the character of the Bridgewater Paint, to caution all interested against the imposition that has been practiced, to a considerable extent, the past year. Owing to a complication of causes, the Company have not been enabled to keep a supply equal to the demand, and it is within the POSITIVE KNOWLEDGE of the Agents, that various mineral substances have been sold to parties OUT OF THE CITY, as the Bridgewater Paint. In order to prevent any future chance of such imposition, we would suggest that orders be sent **direct to us**, or to correspondents here, with instructions to purchase ONLY of the Agents. For the future, we shall be regularly supplied and will be able to fill orders to any extent.

NO DEVIATION IN PRICE. TERMS—For all sums under $100, CASH; from $100 to $200, sixty days; $300 and upwards, four months credit on approved city acceptance.

For sale dry, in packages of 350 pounds, by

G. C. BOGERT & CO.,
72 Camp street,
Agents for the States of Louisiana, Mississippi, Alabama and Texas.

NOTICE—THE COPARTNERSHIP HERETOFORE existing under the style of FEARN, DONEGAN & CO., is dissolved by the death of JAMES H. WEAKLEY, and the withdrawal of M. W. SIBELLE. Either of the surviving partners is authorized to use the name of the late firm in liquidation. Its current liabilities will be protected by JAMES H. DONEGAN. M. W. SIBELLE.
November 8, 1856. JAMES H. DONEGAN.

JAMES H. DONEGAN WILL CONTINUE THE Cotton Factorage and Commission business, in New Orleans, in his own name and for his own account. Office as heretofore, 25 Carondelet street.
New Orleans, November 8, 1856. d3

DISSOLUTION—THE FIRM OF RAWLINS, DUNCAN & CO., is this day dissolved by mutual consent, and will be continued for purposes of liquidation only.
SAM. W. RAWLINS,
July 1, 1856 L. H. DUNCAN.

COPARTNERSHIP—THE UNDERSIGNED HAVE formed a co-partnership under the style of DUNCAN & LOGAN, to succeed the late firm of Rawlins, Duncan & Co., for the purpose of transacting a COTTON FACTORAGE AND GENERAL COMMISSION BUSINESS, and are fully authorized to liquidate the business of their predecessors.
L. H. DUNCAN.
July 1, 1856. GEO. W. LOGAN, Jr.

☞ On retiring from the Commission Business, I take great pleasure in tendering my sincere thanks to the patrons of the late firm of Rawlins, Duncan & Co., and to the numerous friends to call attention to the card of their successors, Messrs. Duncan & Logan, and to solicit for them a continuation of past favors.
jy1 SAM. W. RAWLINS.

MR. EDWARD TOBY HAS THIS DAY BECOME a successful with me in the Boiler Making and Blacksmithing business. The business will be conducted under the style and firm of S. TOBY, Jr., & BROTHER.
SIMEON TOBY, Jr.
e3 EDWARD TOBY.

CO-PARTNERSHIP—WE HAVE THIS DAY ASSOCIATED ourselves under the style and firm of S. TOBY, Jr., & BRO., for the purpose of conducting a City Express and Commission Business.
SIMEON TOBY, Jr.,
EDWARD TOBY.
New Orleans, November 1, 1856.—e3

NOTICE—THE PARTNERSHIP OF WILLIAM HOGE & CO., of New York, is this day dissolved by mutual consent. Either partner is authorized to use the name of the firm in the liquidation of its affairs.
WILLIAM HOGE,
JAMES ROBB.
December 31, 1856.

THE CO-PARTNERSHIP OF HOGE, HOGE & WILSON, of Liverpool, is this day dissolved by mutual consent. Each partner is authorized to use the name of the firm in the liquidation of its affairs.
JAMES ROBB,
WILLIAM HOGE,
CHARLES BETHUNE WILSON.
December 31, 1856.

CHARLES BETHUNE WILSON, J. HAMILTON WILSON and THOMAS L. WILSON have this day been admitted with us as partners. The business will be conducted in New Orleans under the style of JAMES ROBB & CO., as heretofore; in New York under the style of ROBB, HALLETT & CO.; and in Liverpool of R. WILSON, HALLETT & CO., successors to the firm composed of the late R. Wilson, Esq., and of Mr. R. Hallett, Esq.
JAMES ROBB & CO.
New Orleans, January 1, 1857. jy1

THE FIRM OF J. C. RAGAN & CO. IS THIS day dissolved by mutual consent, and R. C. WILSON & CO., are succeeded to the above firm.
J. C. RAGAN,
R. P. WILSON.
New Orleans, December 31, 1856.—113

NOTICE—THE COPARTNERSHIP HERETOFORE existing between Mr. Francis Wood and Mr. C. G. Anderson, under the name of Francis Wood & Co., is this day dissolved by mutual consent. Either party will sign for the late firm in liquidation, and Mr. Francis Wood will continue the business for his own account without any obligation on the part of the house.
FRANCIS WOOD,
C. G. ANDERSON.
New Orleans, January 12, 1857.—jn12

COPARTNERSHIP NOTICE—THE SUBSCRIBERS have this day formed a copartnership under the style of OGDEN & ANDERSON, for the purpose of and extension of the Cotton Brokerage business, hitherto conducted by Mr. D. A. Ogden.
D. A. OGDEN,
C. G. ANDERSON.
New Orleans, January 12, 1857.—jn12

JOHN SYZ & CO., No. 98 LIBERTY STREET, NEW YORK CITY, have now the Agency of the celebrated manufacturers,

DOLFUS MEIG & CO.,
MULHOUSE, FRANCE,

and offer this superior and well known make of PRINTED JACONET LAWNS, PERCALES, etc., for sale on the most favorable terms. a7

CULLUM SPRINGS—CHOCTAW COUNTY, Alabama.—The proprietor of the above delightful Water Cure retreat has thanks to the citizens of New Orleans and its vicinity, for their liberal patronage bestowed on him last season, and begs leave to announce to them that he will be happy to see them again this summer. An Express will connect with the Springs and New Orleans this season, thereby enabling visitors to reach the mineral region of Alabama with their friends in a trifling expense, without the usual delay caused by the mails.

RATES OF BOARD:

Per day	$2 00
" week	12 00
" month or session	40 00

☞ Blacks are in waiting at the landing on the arrival of every boat, to convey passengers immediately to the Springs.

Address, "Cullum Springs, Choctaw County, Ala." A. Phillips, No. 53 St. Charles street, who is my agent in New Orleans.
jy9 CHARLES CULLUM, Proprietor.

COAL—MORE COAL!—GET YOUR SHIRTS off where you please, but be sure you get your COAL at the City Coal Office, No. 58 Rampart street, opposite the Post Office, where is always on hand, at the lowest price in the market, a good supply of best Pittsburg, English and American, Cannel Anthracite, by the cargo or bushel, and Lower Ohio Coal.

Having removed from our old stand, 77 Customhouse street, to the above place, our friends and the public generally will be promptly attended to by leaving their orders at 58 Rampart street, or at our Coal Yard, No. 176 Magazine street, corner Notre Dame, opposite the Washington Foundry.

N. B.—Also, Oak, Ash and Pine Wood.
jy8 P. H. WILLARD, Agent.

DUCLOS & CO., NO. 52 BIENVILLE STREET, (Corner of Bienville Alley, have the honor to inform their friends and the public that they have just opened at the above address, a DEPOT OF FURNITURE of every description, such as Bedsteads, Armoires, Center Tables and others, Tete a Tete Tables and chairs, Sofas,