New Orleans Daily Crescent.

DOUBLE SHEET.

NEW ORLEANS:

SATURDAY MORNING, AUGUST 15, 1857.

Hon. John M. Sandidge—Let him Speak.

We extract the following communication from the Alexandria American of the 8th inst:

HON. J. M. SANDIDGE.—*Mr. Editor:* At a meeting lately held at a house-raising, the members of that meeting concluded to address our present Representative in Congress a few simple questions, and his answer to which will decide our votes in November. All of us voted for him at the last election against that bloody Know-Nothing opponent of his, but we think there is something worse to fight against now than Know-Nothingism; *for Mr. Sandidge told us to vote for Buchanan and save Kansas to the South,* (which we did do) and in which we have been most egregiously duped.

Will Mr. Sandidge say whether he endorses the Walker-Buchanan-Kansas policy, or does he condemn it? He he for the anti-slavery traitor Buchanan against the South, or for the South and opposed to Buchanan? Will he tell us how he voted on the question of doubling the price of public lands, lying on the margin of certain railroads—thereby forcing the poor man out of the market, that the rich, aristocratic speculator might purchase at his option.

Now, we ask a categorical answer to these questions, for we are tired, monarchy, the hard-fisted working man's friend of the party, but of the land of Washington, and we have a right to ask our servant what he has done, and what he will do.

TWELVE OF THE FAITHFUL.

The foregoing enquiries are proper; the patriots, but we doubt whether they will ever be satisfactorily answered. We hardly think Col. Sandidge will vouchsafe an answer at all; although the twelve men who voted "for Buchanan" to "save Kansas to the South," according to his advice, enjoy a full privilege to demand replies to their interrogatories.

We suppose fully twelve thousand men in Louisiana voted for Mr. Buchanan to "save Kansas to the South," who would have opposed him hilt and mail, heart and soul, if they had dreamed of the treachery that was in store for them. They voted for him to "save Kansas to the South." They elected him to "save Kansas to the South;" and yet his first important act was to make arrangements for saving Kansas to the Freesoilers!

But, whether answered or not, we hope these interrogatories will be pressed home upon Mr. Sandidge on every suitable and proper occasion. If he will not show his hand willingly and manfully, let him be forced to show his hand, if such a thing be possible. The man who is not for us and with us now, openly and above-board, may be set down as against us, without doing him the smallest injustice.

By the way, when are Messrs. Villere, Taylor and Davidson, candidates for Congress in the First, Second and Third Congressional Districts, going to tell the people they are aspiring to represent, whether they are *for* the South and *against* the Buchanan-Walker treachery, or *for* the Buchanan-Walker treachery and *against* the South? If they are ever going to speak, it is about time.

Walker Repudiated by the Legal People of Kansas and Applauded by the Outlaws.

We have shown that in their hot haste to create capital for Gov. Walker, and arrest the spirit of resentment against him, his apologists dispatched all over the country a statement which was utterly destitute of truth, that the Democracy of Kansas, embracing the idea proclaimed in Gov. Walker's inaugural, was pleased with Gov. Walker's violation of his instructions, *dare not resist her application.* Even its heeling placemen will be made when that occasion arises, and the Black Republicans will be left once more to fight their own battles.

(Jackson Mississippian.

Thus speaks the leading Democratic organ of Mississippi, and that it speaks the voice of five-sixths of the people of the State, irrespective of party, we entertain not the smallest particle of doubt. Would that we had a few such bold and manly organs of the same party in Louisiana.

A MONSTROUS EVIL.—In the New York Express of the 7th, we find the following:

Of the one hundred and twenty Irish girls brought over by Mr. Vere Foster, a philanthropic Englishman, some time since, with a view to finding them comfortable homes in the West, a dozen declined going further. They have lately been found in dens of prostitution, and over that they were seduced by the sailors on board, five of them being taken off the ship by the Quartermaster. It is said, and with some show of foundation in fact, that on the emigrant ships which come from European ports to the port of New York, more women are prostituted every year than in London, Paris and New York put together.

THE GREAT GALE ON THE FISHING BANKS.—By the arrival at Boston of a steamer with New Brunswick papers, further particulars of the destructive gale which occurred on the 22d ult. along the North-Eastern shore of the province have been received. The Miramichi Gleaner says:

This morning we learn from a person who has just arrived from Tracadie, that twenty-nine dead bodies have been picked up on the beach. Another report has just reached us, that sixty boats are supposed to be lost, owned by parties living between Negnac and Tracadie, and that fifty-one dead bodies have been picked up between these two places. It is calculated that two hundred boats were out fishing, and many more disasters is to feared have occurred.

The master of a coaster arrived this morning from Shediac, informs us that he put into Egmont Bay, P. E. Island, during the storm, and he counted one hundred and thirty American fishing crafts that had run in for shelter. He states that there was great destruction among the fishing boats, a number having floated ashore.

AVOYELLES PARISH.—The Marksville Villager of Saturday last says:

We receive very unfavorable reports from divers sections of our parish. Heavy showers continue distressing the planters on the Bayous Rouf and Des Glaises. Should the showers last again some time, we predict a considerable injury to the cotton crop.

In Cote Droite and in the Corner a malignant fever prevails, which has already carried away a few victims.

WEATHER AND CROPS IN CARROLL PARISH.—The Bayou Mason Times, of the 8th inst., says:

The weather for the last few days has been very warm, with occasional showers, which have had the effect to refresh the earth and purify the atmosphere. I think there can be no doubt that there will be the largest yield of corn ever realized in the parish. The cotton also is doing finely, and, although a little backward, gives promise of an abundant yield.

President Buchanan and Robt. J. Walker.

(From the Shreveport Gazette, (Democratic,) 8th inst.)

We are not of that class of political editors who find fault simply to render ourselves notorious in the eyes of the world. In other words, we seldom, if ever, strain at a gnat and foolishly swallow a camel. In our connection with the press, it has always been our policy to complain of public dignitaries as little as possible, and always throw the mantle of charity around any whom we considered wronged or misrepresented. We shudder at the degrading thought of endeavoring to injure a political opponent, much less those who comprise a part of the great Democratic family. Notwithstanding these peculiarities in our political mode of warfare, it becomes our painful duty, agreeably to the dictates of truth, honor and justice, *to censure President Buchanan's conduct* in retaining Walker as Governor of Kansas. We have examined the matter carefully with a desire of supporting the administration, but we are obliged to confess our want of ability to see things as they seem to appear to the heads of departments at Washington. In our last issue we conscientiously and fearlessly announced Walker's treachery, at the same time expressed an abiding confidence in the justice, wisdom and prudence of Mr. Buchanan and his able cabinet.

We present to-day, (in another column) the exact instructions of the administration given to Governor Walker, as his special guide in the administration of the executive affairs of Kansas. In these instructions the President reiterates the great and fundamental principles of the Kansas-Nebraska act, in reference to the vexed and aggravated subject of slavery, upon which the Democratic party sustained itself in the last memorable Presidential struggle. We see no very plausible objection to urge against these instructions. So far as we understand them, *they go to prove Walker guilty of the highest order of treason against the South* and her constitutional institutions. We have no ambition to make war upon the President, but facts as they now stand, compel us *to ignore his short-sighted policy* in retaining such a Judas as Walker in power, after the unmistakable evidences he has given of his talent and peculiar adaptation to meddle with matters entirely foreign to his mission. It was our expressed opinion that he would be promptly chastised by the President for a departure from cabinet instructions, but alas! we are obliged to acknowledge our error and sad disappointment, for we discover that the obnoxious personage is to be retained. let the consequences be what they may! Their being the case, it becomes our painful duty, as a faithful journalist, *to sound the alarm, and warn our readers of the facts as they really exist.* It further more devolves upon us *to cut loose from the administration* in this particular, and proclaim its course and policy as UNWORTHY OF SOUTHERN CONFIDENCE, SUPPORT OR RESPECT.

We deeply regret the necessity for such a step. Could we remain silent, sustain our self-respect and do justice to a section of the Union claimed by our wife and children as the home of their earliest infancy, we would willingly do so. When the President and his cabinet discovered the Black Republican proclivities of Walker, why was he not immediately recalled, and branded as having violated executive confidence? In other words, why did not Mr. Buchanan prove the priceless and sacred value of those non-intervention doctrines as proclaimed in his inimitable inaugural address? These are grave questions which we ask our tender-footed cotemporaries of the Democratic press (in Louisiana) to answer. Can they do it? We think not. We level this article directly at the President and his cabinet, on the grounds of their NON-ACTION. When a father fails to rebuke a prodigal and disobedient son, we take it for granted that he approves the son's waywardness. It is the non-action at Washington that satisfies us that Walker is sustained and will be continued in his present high and influential position as Governor of Kansas.

With such fearful and startling facts as these looking us full in the face, how can we do otherwise than repudiate a step so fatal to the South and the future welfare of the Democratic party.

Doubtless, Mr. Buchanan is a Democrat, and for aught we know, a pure State Rights advocate, but in this particular instance his official tendencies *go to prove the contrary.* A Democracy that is not free from sectional bias (in a President,) is neither pure nor orthodox. We profess to be a national Democrat, therefore, it would be vile hypocracy in us to pander to an administration which condescends to *retain a political swindler in power,* simply because said swindler has sufficient sagacity and shrewdness to express his treachery in language susceptible of a thousand different constructions. The retention of Walker proves Buchanan's non-intervention doctrines a sublime burlesque upon all decent humbug. It further shows that *like South has lost ground by his election,* and that his pledges to enforce the principles of non-intervention were meaningless. If the Kansas bill falls in its objects, it will be owing to the treachery of such vampires as Walker, backed up by the strong arm of Federal power.

Those who charge us with attaching too much importance to this matter, we either ignorantly of the true issue, or careless and indifferent as to the future welfare of the South. We repeat, the administration has acted badly, and its conduct cannot and should not be excused unless Walker be recalled. If matters continue as they now really exist, the South is wronged out of her legitimate rights, and humiliated beyond the power of human description. As at present advised, we dissent from the Kansas policy of the administration, and its agent, Robert J. Walker. We are neither a factionist nor a secessionist—we simply go in for equal rights to the gallant South, too long insulted, robbed and outraged by Freesoil fanatics.

President Pierce appointed Reeder, and removed him for errors committed. James Buchanan appointed Walker, and the future welfare of the country demands that he shall be removed. We stand on the Cincinnati platform; *if Buchanan retains Walker, we consider him off of it,* the bluster of the Washington Union to the contrary notwithstanding.

CHLOROFORM A REMEDY FOR POISON BY STRYCHNIA.—Dr. Jewett, of Cortlandville, New York, describes an interesting case in the Boston Medical and Surgical Journal, resulting in the above conclusion:

The patient, a lad aged 15, had been suffering in the evening with toothache; his father, designing to give him anodyne, gave a portion of strychnia which he had procured to destroy rats, and had accidentally placed in his wallet, with some powders of sulphate of morphine, similarly put up. The boy retired to an upper room, and very soon became affected with spasms, rose from his bed, made an attempt to reach the door of his apartment, and fell upon the floor, across his father's lap. The patient was resting across his father's lap, with countenance suffused and livid, eyes injected and protruding, pulse full and strong, but irregular, surface bathed with perspiration, etc. Violent tetanic spasms were occurring in rapid succession, like the effect of shocks from an electric battery. Occasionally they would relax for a moment, but the slightest touch upon the surface, or an attempt to present anything to his mouth, seemed to redouble their violence. No effort had been made to procure emesis, nor did that seem practicable, as deglution was out of the question, and the violent convulsive movements precluded the possibility of effecting it by mechanical means.

Chloroform was at once administered by inhalation, and freely applied to the spine. The inhalation was somewhat difficult at first, but as he came gradually under its influence the spasms subsided, and in ten minutes he was perfectly quiet. On suspending the remedy the convulsive symptoms returned, but yielded again as it was resumed. Partial anæsthesia was kept up for about four and a half hours, when it was discontinued without any return of the symptoms. No other remedy was used, save an occasional dose of sulphuric ether, with brandy and water. The boy recovered rapidly, complaining for a few days of a slight headache and a feeling, as he expressed it, as though he had been intoxicated.

The poison was put up in a small paper, and, as it was thought a large dose of morphine, it was divided, and one-half administered. The remainder weighed nearly two grains, which was probably about the quantity given. It had doubtless been administered some thirty or forty minutes before medical aid was obtained. An unusually large amount of chloroform was inhaled, but from the necessarily wasteful manner in which it was applied, we could not determine how much.

RAIN IN FLORIDA.—The Pensacola Gazette of the 8th says:

The rain continues falling from morning till night, and from night till morning, with only now and then a short intermission, but no prospect of ceasing altogether. It is thought much damage will be done to cotton crops by the continued rain.

OVERREACHED HIMSELF.—A Northern exchange tells the following story:

Some time since, a farmer living near Easton, Pa., sent his daughter to a neighboring town to get a hundred dollar note changed for smaller bills. Arriving too late for banking hours, she endeavored to effect her object with some of the merchants, but failed and started on her homeward journey, when she was overtaken by a stranger on horseback, who was very attentive until they reached a lonesome place in the woods, when he demanded the note from her, and enforced the demand by presenting a pistol. She accordingly handed out the money, but in passing it to him the wind blew it away, and the robber got off his horse to get it, when she put whip to her horse and started off at good speed, the highwayman's horse following. A pistol discharged after her only made the horses go the faster. The young lady arrived home safely with the horse of the robber, on which was a pair of saddlebags containing fifteen hundred dollars in good money. The horse was worth more than the money she lost.

THE BRITISH MINISTER A SABBATH-KEEPER.—The Christian public will be gratified to learn that the British Minister at Washington, Lord Napier, sets a good example as to keeping the Sabbath, steadfastly refusing to receive visitors on that day. We understand that a commodore in our navy not long since called at Lord Napier's residence on the Sabbath. The servant who came to the door informed him that his Lordship did not receive visitors on Sunday. "But I am Com.——" replied the visitor. "It makes no difference, sir," said the servant, "he will not receive you." "But go and tell him Com.—— has called." "I'll do so, sir, if you insist upon it, but I know he'll not receive visitors on Sunday." The finale was, that the Commodore had to depart without seeing the Minister. [Presbyterian.

Never call in the assistance of a doctor who has a son an undertaker.

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 descriptions of its merits, and will, therefore only point out a 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 bending, 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 State. 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 incontestable 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 UNEQUALED, 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 wipe down the surface before painting. In applying it to canvas, it is better to use four coats, first, as it prevents the destroying 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 OGDEN, 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 28, 1856.

In July last, I was induced to apply the BRIDGEWATER MINERAL PAINT to my Sugar House, and in every respect it has exceeded my expectations, and the representations made by the Agents, Messrs. G. C. BOGERT & CO. I cheerfully add my testimony to the numerous cases embraced in the Agent's Circular, and recommend the Paint to Planters and others, as the best Fire and Water Protector I have ever known. When I have applied it, it has been exposed to the sun since last July, and has neither blistered nor cracked, and has formed a solid metallic surface which effectually covered the interstices.

(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 by the lapse of four years. It is the most non-inflammable, and sparks and cinders constantly falling upon it, has had no effect whatever. In about four weeks it becomes a perfect slate, and I am satisfied it possesses 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. P. WHITNEY & CO., Agents Louisiana Dry Dock Co.

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

New Orleans, May 1, 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 durable 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 I think it is superior to lead and any other paint 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 has proved infinitely superior to any Paint I have ever seen. I gave a certificate in March last, after one months' use, and my convictions then have been more than confirmed, and I have no hesitation in saying that the Bridgewater Paint CANNOT BE EQUALED for ship purposes, and ship masters may rely on its 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 all other Paints 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 substance for the purpose I know of.

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

Certificate of J. H. Whiting, Master of Bark Vanblade.

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 decks of my vessel, and it gives me better satisfaction than any other paint I have ever used. I recommend it to ship masters, and believe it will (when properly applied) prevent leaks of decks and preserve the hull of the vessel. I consider it a valuable discovery for ship owners, and intend hereafter to use the Bridgewater Mineral Paint in preference to any other.

J. H. WHITNEY, Master of Bark Vanblade.

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

New Orleans, July 12, 1852.

I have used 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 to 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 McGaw.

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

New Orleans, Dec. 2, 1851.

Having painted the barricade deck of the passenger steamer Magnolia, under my command, with the BRIDGEWATER PAINT, I cheerfully testify to its superior 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 decks 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 in the hottest weather, and sparks and cinders constantly falling upon it, has had no effect whatever. In about four weeks it becomes a perfect slate, and I am satisfied it possesses 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.

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

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

New Orleans, May 1, 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 durable paint. THOS. S. MINOTT.

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J. H. WHITNEY, Master of Bark Vanblade.

INSURANCE.

OFFICE OF THE CRESCENT MUTUAL INSURANCE COMPANY OF NEW ORLEANS.—In conformity with the requirements of their charter, the Crescent Mutual Insurance Company submit the following statement, viz:

Amount of Premiums received for year ending
June 30, 1857.....$648,963 94
Amount of unterminated risks, July 1st, 1856.....199,969 45
$848,928 41

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 price 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. McCallum, Asst. Engineer N. Y. and Erie Railroad.

Engineer's Office, Dunkirk, 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 have found it to be much superior to any article of the kind now in use.

(Signed) D. C. McCALLUM,
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 on 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.

U. S. Military Academy, Jan. 26, 1852.

I have used the BRIDGEWATER PAINT on some of the buildings under my supervision at West Point, and I cheerfully give 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. Engr., U. S. A.

Painters' Certificates.

New York, Nov. 1, 1851.

The undersigned, having been induced by recommendation to use the Bridgewater Paint on the roof of their office, which was in so leaky a condition that during storms the water in that room came through in streams in several places, are happy to state that by one single coating of this paint the roof has been rendered perfectly dry and tight.

FARRAR & BELDEN,
Cor. Ninth and Stuyvesant streets.

New York, Dec. 20, 1851.

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

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

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 OGDEN, 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 28, 1856.

In July last, I was induced to apply the BRIDGEWATER MINERAL PAINT to my Sugar House, and in every respect it has exceeded my expectations, and the representations made by the Agents, Messrs. G. C. BOGERT & CO. I cheerfully add my testimony to the numerous cases embraced in the Agent's Circular, and recommend the Paint to Planters and others, as the best Fire and Water Protector I have ever known. When I have applied it, it has been exposed to the sun since last July, and has neither blistered nor cracked, and has formed a solid metallic surface which effectually covered the interstices.

(Signed) JOHN F. MILLER.

Certificates of Masters of Vessels, Ship Carpenters, etc.

Certificate of Hughes & Valette.

New Orleans, March 4, 1856.

We have used the Bridgewater Mineral Paint, for which G. C. Bogert & Co. are 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 it in every respect equal to what it is represented to be. It is a fire-proof, it becomes a perfect slate, and yet possesses great body and elasticity. For decks of vessels, railroad cars, bridges, depots, and every description of fire work, we have never seen the Bridgewater Paint equal to what we consider invaluable.

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 steamboat, and have 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 on canvas, being durable, preventing rotting 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 I ever used. I recommend it to masters of vessels, especially for decks. In June last my decks leaked, and the Bridgewater being strongly recommended, I applied two coats, since which 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 some considerable time past, I cheerfully add my testimony, 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 Terrell.

New Orleans, March 8, 1856.

I have been using the Bridgewater Mineral Paint on the house of my ship, for the past two years, and consider it a most valuable paint for seagoing 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 McGaw.

New Orleans, March 20, 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 to 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 McGaw.

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

New Orleans, Dec. 2, 1851.

Having painted the barricade deck of the passenger steamer Magnolia, under my command, with the BRIDGEWATER PAINT, I cheerfully testify to its superior 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 decks 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 in the hottest weather, and sparks and cinders constantly falling upon it, has had no effect whatever. In about four weeks it becomes a perfect slate, and I am satisfied it possesses 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. P. WHITNEY & CO., Agents Louisiana Dry Dock Co.

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

New Orleans, May 1, 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 durable 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 I think it is superior to lead and any other paint 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 has proved infinitely superior to any Paint I have ever seen. I gave a certificate in March last, after one months' use, and my convictions then have been more than confirmed, and I have no hesitation in saying that the Bridgewater Paint CANNOT BE EQUALED for ship purposes, and ship masters may rely on its 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 all other Paints 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 substance for the purpose I know of.

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

Certificate of J. H. Whiting, Master of Bark Vanblade.

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 decks of my vessel, and it gives me better satisfaction than any other paint I have ever used. I recommend it to ship masters, and believe it will (when properly applied) prevent leaks of decks and preserve the hull of the vessel. I consider it a valuable discovery for ship owners, and intend hereafter to use the Bridgewater Mineral Paint in preference to any other.

J. H. WHITNEY, Master of Bark Vanblade.

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

New Orleans, July 12, 1852.

I have used 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 to 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 McGaw.

INSURANCE.

OFFICE OF THE CRESCENT MUTUAL INSURANCE COMPANY OF NEW ORLEANS.—In conformity with the requirements of their charter, the Crescent Mutual Insurance Company submit the following statement, viz:

Amount of Premiums received for year