NEW ORLEANS DAILY CRESCENT.

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

VOLUME X. SATURDAY MORNING, AUGUST 22, 1857. NUMBER 146.

SEA-GOING VESSELS.

TEXAS AND MEXICO.

To sail on SUNDAY, August 23d, at 8 o'clock A. M. Reduced Rates to Galveston—ship passage $10, meals included.

SOUTHERN STEAMSHIP COMPANY—For Galveston and Indianola—U. S. Mail Line—The superior coppered and copper fastened steamship **Charles Morgan**, Henry Place, commander, will sail as above. For freight or passage, having elegant accommodations for passengers, apply to

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

☞ Shippers must provide themselves with the steamer's form of bills of lading—none other signed.

The steamships of this Company will hereafter pay lighterage on goods from Powder Horn to Lavaca. au18

To sail on TUESDAY, September 1st, at 8 A. M.

FOR VERA CRUZ—U. S. M. LINE—The superior coppered and copper fastened steamship **Texas**, Thomas Forbes, commander, will leave for Vera Cruz, as above, punctually, carrying the U. S. Mails. For freight or passage, having elegant accommodations for cabin and steerage passengers, apply to

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

☞ No freight will be received without an order from the agents. au20

Will sail every SUNDAY and WEDNESDAY.

NEW ORLEANS AND TEXAS OPELOUSAS RAILROAD AND VANDERBILT STEAMSHIP LINE VIA BERWICK'S BAY. THROUGH IN 24 HOURS.

The steamship **Galveston**, David Wilson, commander, will leave the terminus of the Road, as above, upon the arrival of the Morning Train, for Galveston, direct.

The Road connecting with the Train leaves the Ferry Landing, opposite Jackson Square, at 7½ o'clock A. M.

For passage through to Galveston, apply at the Railroad office, corner of St. Peter and Levee streets, opposite Jackson Square.

Freight for Galveston by this Line will be taken at the Company's Landing, foot St. Louis street, at steamship rates.

au7 tf A. S. ROGERS, Vice President.

HAVRE.

FOR HAVRE—THE AI FAST SAILING American ship **Ann Washburn**, Capt. Minot, having a large part of her cargo engaged, will have very quick dispatch. For freight or passage, apply to

BOUDOUSQUIE & PHILLIPS, or to JONES, MACKINDER & CO.

LIVERPOOL.

FOR LIVERPOOL—THE A1 VERY FAST sailing American ship **Riversmith**, will meet with despatch for the above port. For freight of cotton or heavy goods, apply to

BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE AI FAST SAILing American ship **Marshfield**, Tozzer, master, is now loading and will have immediate dispatch. For freight of 300 bales cotton, apply to

J. P. WHITNEY & CO., 35 Carondelet st.

For passage, apply to the captain on board. au13

To sail on or about the 20th inst.

FOR LIVERPOOL—THE AI AT LLOYD'S fast sailing British ship **Sultan**, Hunter, master, is now loading and will sail as above. For freight, apply to G. W. OLIVER & CO., 36 Carondelet street.

FOR LIVERPOOL—THE AI FAST SAILing regular packet ship **Lemuel Dyer**, Captain Ward, is now loading and will have immediate dispatch. For balance of freight, apply to

BAXTER, LOVELL & CO.

For passage, having superior accommodations, apply to the captain on board, Foot—Third Dock. au8

FOR LIVERPOOL—THE AI FAST SAILing American ship **Levi Woodbury**, Clifford, master, having a large part of her cargo engaged, will have very early dispatch. For freight of cotton or tobacco, apply to JONES, MACKINDER & CO.,

au22 91 Gravier street.

ANTWERP.

FOR ANTWERP—THE AI AMERICAN ship **D. Crosby**, Lyons, having the bulk of her cargo engaged, will meet with dispatch for the above port. For remainder of freight, apply to

BAXTER, LOVELL & CO.

CADIZ.

FOR CADIZ—PASSAGE ONLY—THE AI fast sailing American ship **R. B. Sumner**, Capt. Wall, is now loading and having all her cargo engaged will be ready for dispatch. For balance of freight or passage accommodations, apply to the captain on board.

J. P. WHITNEY & CO., 35 Carondelet st.

FOR CADIZ—PASSAGE ONLY—THE AI fast sailing American ship **R. M. Stimson**, Capt. Stimpson, is now loading and having all her cargo engaged, will have quick dispatch. For passage only, having superior accommodations, apply to the captain on board.

P. WHITNEY & CO., 35 Carondelet st. au18

PHILADELPHIA.

FOR PHILADELPHIA—REGULAR LINE—THE AI FAST SAILING packet ship **Washington Butcher**, Collins, master, having most of her cargo engaged, will have dispatch. For balance of freight or passage, apply to

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

To sail in a few days.

FOR BOSTON—REGULAR LINE PACKET—The AI fast sailing packet ship **Middlesex**, Pierce, master, having the greater part of her cargo engaged, will meet with dispatch for the above port. For remainder of freight, apply to

BAXTER, LOVELL & CO.

FOR BOSTON.

FOR BOSTON—REGULAR LINE—THE AI fast sailing packet ship **Tudor**, Bailey, master, will have dispatch. For balance of freight or passage, apply to

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

WANTED.

WANTED—A SHIP OR BARK TO LOAD at Depaul's Mill for Boston; cargo ready and quick dispatch.

JONES, MACKINDER & CO., 91 Gravier st.

WANTED TO CHARTER—AN AI ship of from 700 to 600 tons, for a voyage to Calcutta. For terms, apply to

A. H. ASHRIDGE & CO., 120 Common st.

STOVES.—FIVE HUNDRED COOKING AND HEATING STOVES, of the latest approved patterns—"Morning Star," "Charter Oak," "Shanghai," Economical Cooking Ranges, and the celebrated "Creole Cook Stove," for sale by the manufacturer.

Also—Copper Boilers, Furnished to separate, at short notice, all orders for sheet iron chimneys, Broaching, Tinking, Jobs Boxes, Copper Bars and Pipes, Copper and Brass Work. They keep on hand a large assort. of Tin and Japan Ware, suitable for Steamboats, Hotels and Private Families, they are agents for the celebrated mr. McCRACKEN'S Patent Evaporating Steam Chest Pan. They have certificates in their possession that this Pan, with the same quantity of steam, has evaporated double the quantity of cane juice of the best Pan in use. They have a large assort. of Stoves for Wood and Coal, which they will be happy to exhibit to any one interested in the culture of Sugar Cane.

WHEELER & FORSTALL, 229 Tchoupitoulas, Corner Lafayette and 18 Commercial Place.

DR. LOCKWOOD, WHO HAS HAD FIVE YEARS experience in this city as a practitioner of medicine, for the future will attend principally to office practice. He takes this method of informing the public that he treats with unparalleled success diseases of the Heart, Eye, Lungs, Liver, Heart, Kidneys, Bladder, Chronic Diarrhea, in a word, all chronic complaints, and diseases of a private nature. Also, the diseases of women and children—especially of females; Prolapsus Uteri, Vitus' Dance, Amenorrhœa, etc., etc., and that class of diseases treated under the name of Spermatorrhœa.

All who are suffering would do well to give me a call before going elsewhere, and they will receive a safe and speedy cure.

No charge for advice. Warning to the public—Beware of Pedlers in the Medical or make no charge for my services. ☞ REMEMBER, 5 Polk street, one door from the Post office. Office hours of my recent discoveries in Materia Medica, and it is known with perfect safety. It being a vegetable compound.

In consequence of the many humbug advertisements in the newspapers, I with great reluctance give my name to the public. Address or call on me at DAVIDSONS ROW, 145 CARONDELET STREET, near Poydras and Peter streets.

Office up stairs. Hours from 6 A. M. to 9 P. M.

J. K. LOCKWOOD, M. D.

BREWSTER & ZACHARIE—NO. 35 FRONT and 39 PULTON STREETS, NEW YORK—We would respectfully call attention to our establishment, Nos. 35 Front and 39 Fulton street, where we are prepared at all times to furnish all the shortest notice, and on most liberal terms, all kinds of COPPER, TIN AND SHEET IRON WORK, BRASS CASTINGS, BLACKSMITHING, etc. Each member of the firm having a practical mechanic to each department, we can offer superior inducements to parties dealing with us.

Our facilities for furnishing the following work are not surpassed by any house in the Union or West:

COPPER, TIN AND SHEET IRON PIPES;
CHIMNEY BREECHINGS;
FIRE HEDS, ASH PANS;
STILLS, WORMS;
FILTERERS, JUICE BOXES;
CLARIFYING KETTLES;
HEATERS, etc., etc.

Attached to our establishment we have a general Furnishing Store, where all articles requisite for STEAMBOAT, PLANTATION AND HOUSE USE may be found.

PUMPS.—Worthington's Safety Steam Pump, S. P. Rand's Fire Pump, Cast Iron, Brass and Copper Force and Lift Pumps, WINDMILL GEARS.—Schaffer's Vacuum and Steam Gauges, etc., etc., showing the highest point to which steam may have been carried during its use. Hanson's Water Gauge.

TINWARE.

Chafing Dishes; Bucket;
Ice Pitchers, Jelly and Cake Moulds;
Coffee and Tea Urns, Soup Tureens;
Pyramids, and other Ware, of all varieties,

Together with Cast and Sheet Iron Cook Stoves, Wash Boilers, Range and Box Stoves; Fancy Cabin and Parlor Stoves, Salamander and Planters Stoves; Deck Stoves, etc.; Forges; Fire Buckets; Hot and Cold Water Cisterns; Sheet Wadding and Felt; Fire Machines; Grate Bars; Ratchet Drills; Hose; Brass, Cylinder, Bell, Stop and Coupling Cocks; Gauge and Force Pump Clocks; Lanterns, Lamps, etc., of all descriptions.

BREWSTER & ZACHARIE,
Nos. 35 Front and 39 Fulton streets.

Sole Agents for Schaffer's Steam and Vacuum Gauge; Hanson's Water Gauge, S. P. Rand's Fire Pumps; and G. W. Chilson Patent Pocket Heads and Grate Bars. au8 1y

GILMAN'S PNEUMATIC STEAM GRANULATOR is now in use in seven plantations, comprising the largest and most efficient element in some of which it has taken off three crops, with a combination of the following advantages not attained by any other application of steam to a steam Granulator in an entire construction:

1. Using the full pressure of 50 pounds of steam to "strike the Cane."
2. It requires no additional water for the boilers.
3. It requires no "Sweat" or mold to cleanse.
4. Its cooling surface is equally distributed throughout the body of juice, so that uneven and burned sugar is made.
5. The steam being all condensed and returned to the boilers there is no additional labor or expense required where the condensed water is used for a steam Granulator.

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A FREIGHT TRAIN leaves New Orleans for Brookhaven and intermediate stations at 4:30 A. M., every Tuesday, Thursday and Saturday; same Brookhaven for New Orleans and intermediate stations, every Monday, Wednesday and Friday morning, at 6:30 o'clock A. M. This train stops on Fridays and Saturdays at the Bogue Chitto, midway between Magnolia and Osyka, to receive and deliver freight, but not on any other days.

☞ No freight will be received at the New Orleans depot after 5 o'clock P. M.

T. S. WILLIAMS, Sup't Transportation.

☞ A line of some fast mail stages runs from Brookhaven to Jackson, as from Jackson to Brookhaven every day connecting with the passenger trains. 15 tf

NEW INLAND ROUTE TO TEXAS—Shortest and Cheapest Route to Galveston, Indianola, Houston, (Powder Horn)—Saving on One Day's Time, as well as Reduced Rates for passage, freight and insurance.

Leaving every SUNDAY and THURSDAY, by the NEW ORLEANS AND OPELOUSAS RAILROAD,

Connecting at Berwick's Bay with the new splendid steamships GALVESTON and OPELOUSAS, of 1200 tons burthen, built expressly for this route, and so constructed as to avoid the dangerous and delay from outside navigation.

Passengers will leave New Orleans from the Ferry Landing, opposite Jackson square, on SUNDAY and THURSDAY MORNING, at 10 o'clock, connecting on Sunday, the 19th of July, 1857.

The OPELOUSAS, Capt. A. Van Horne Ellis, will leave on SUNDAYS, and the GALVESTON, Capt. Henry Denbow, on THURSDAYS.

Returning, the days of leaving Indianola will be WEDNESDAYS and SATURDAYS; and Galveston on SUNDAYS and THURSDAYS.

Freight will be received daily, Sundays excepted, at the Company's Landing, in New Orleans, at the foot of St. Louis street, and will be transported to ports of delivery, securing to shippers the extra change of way bill, at the lowest rates heretofore charged by the line of outside steamers.

Freight received after 4 o'clock, on Saturdays and Wednesdays, will go by the steamers on Sunday and Thursday.

For freight or passage, apply at the office of the Company, corner of Levee and Peter streets, opposite Jackson Square, and Levee streets, opposite Jackson Square, where cabin plans of the steamers may be seen, and state rooms secured.

☞ Shippers will please to see that their goods are marked "NEW ORLEANS AND TEXAS."

N. O., Opelousas and G. W. Railroad Co.

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

SUMMER ARRANGEMENT.

Everybody is connecting with the Passenger Trains leave the foot of St. Ann street, Jackson Square, EVERY MORNING, at 7½ o'clock, precisely.

Algiers Depot	——Outward Trains Leave——	
Gretna	at 8 A. M.	at 8.30 A. M.
Arrive at Brashear City	at 11 A. M.	at 12 M.
	——Inward Trains Leave——	
Brashear City	at 1 P. M.	at 1 P. M.
Arrive at Gretna	at 4.40 P. M.	at 5.10 P. M.
Arrive at Algiers	at 5 P. M.	at 5.30 P. M.

Excursion trains, stopping at regular stations only, leave Algiers depot every Sunday and Thursday at 10½ o'clock A. M. Fare bonus connecting with the same leave the foot of St. Ann street at 10 o'clock precisely.

Freight will be received for Berwick's Bay and intermediate stations on the wharf foot of St. Louis street, every day. All up freight, except that intended for Thursday, must be paid by shippers. a21

GREAT CENTRAL ROUTE—THE SHORTEST, CHEAPEST and ONLY RELIABLE LINE FROM NEW ORLEANS

Chicago, Detroit, Buffalo, Niagara Falls, New York, Boston, Philadelphia, Montreal, Saratoga, Springs, etc.

White Mountains, etc.

A splendid passenger steamer leaves New Orleans daily at 5 o'clock P. M. from Cairo, from which point there is continuous railway communication with all the Northern and Eastern cities.

ILLINOIS CENTRAL RAILROAD.

Two trains leave each Cairo daily:

Morning Express at 6 A. M.
Evening Express at 6 P. M.

On meeting at SANDY AL and Gilmore and Mississippi Railroad for St. Louis; at PANA with Terre Haute and Alton Railroad, for Louisville and Cincinnati, at DECATUR with Great Western Railroad, for Springfield, Jacksonville and Quincy; at LASALLE with Rock Island Railroad, for Rock Island, Davenport and Peoria; at MENDOTA with Chicago and Rutland Railroad, for Galena, Dubuque, Quincy and Central Iowa, arriving at DUNKERIRK in 22 hours.

One of the Minnesota Packet Company's steamers leaves Dunkerk for St. Paul, and all intermediate landings, on arrival of the cars from Cairo.

Going East, there is no change of cars between Cairo and Chicago, and but one at most from Cairo to New York. Through to Chicago in 18 hours; Niagara Falls 38 hours, New York 48 hours.

Baggage checked through.

☞ For through tickets, or information, apply at the Illinois Central Railroad Ticket Office, under the St. Charles Hotel, St. Charles street, New Orleans.

ad 1y W. S. REDDING, Agent.

THE GREAT NATIONAL ROUTE—THE AI NATIONAL ROUTE FROM NEW ORLEANS TO CHICAGO, ST. LOUIS AND OHIO RAILROAD.—Which forms the grand central link in the chain of communication between the Mississippi and the Atlantic, is in operation.

WHEELING, DENWOOD and PARKERSBURG, ON THE WEST; and

WASHINGTON CITY and BALTIMORE ON THE EAST.

At which places it unites with RAILROADS and STEAMBOATS, etc., for all points East and North. This is the ONLY ROUTE by which THROUGH TICKETS TO WASHINGTON can be procured, in which point, as well as to BALTIMORE, it is the nearest, most direct and the very easiest, the most reliable route. It is the only one in which passengers are not Tax'd with Tickets to New York are enabled to reach the city of Philadelphia and New York, at the cost of a ticket to New York only, the enabling business men and travelers for pleasure or information to visit four of the principal cities in the Union for less cost than can be afforded by any other route.

☞ To passengers from New Orleans, Vicksburg, Natchez, Memphis and the Southwest generally, travelling by the boats upon the Mississippi river, is OFFERED AS ROUTES to the cities by the Baltimore and Ohio above and connections, as offered.

FIRST.—They will leave the boats at CAIRO, (at the mouth of the Ohio) and choose by the Illinois Central Railroad to SANDUSKY, (18 miles) or PANA, (172 miles) and thence by Ohio and Mississippi, or Terre Haute and Alton Railroad, (as customarily. By this route the traveler passes through Terre Haute, Indianapolis, Dayton and Xenia, to Columbus, Ohio.

Second.—The South-western direct travelers may combine upon the U. S. Mail boats up the Ohio to Louisville or Cincinnati, and there take the CARS FOR THE EAST, via the Little Miami and Central Ohio Railroad, which leave him directly to BALTIMORE, four miles below Wheeling, where he takes the cars in the daylight and Ohio Railroad.

☞ Travelers are requested to notice that while this is the only route affording Through Tickets to all the Eastern cities at the same rates as charged by other routes to New York only, it is also the shortest, most speedy and direct, to all the leading points in the East. The distance from Columbus to Baltimore is only 576 miles, being about 100 miles shorter to New York than by any other route. There are less changes of cars by this route, and no one possibly less detention than by any other.

☞ By the Express Trains of this route the time from CAIRO to BALTIMORE or WASHINGTON is but FORTY-THREE HOURS.

☞ Be particular and ASK FOR TICKETS VIA BALTIMORE AND OHIO RAILROAD.

☞ Through Tickets, allowing the holders to stop at any point on the route, and resume their journey at pleasure may be purchased of W. S. REDDING, at the office of the Illinois Central Railroad, under the St. Charles Hotel, New Orleans.

J. KENNEDY MEITES,
Agent B. and O. R. R., New Orleans.

JOHN M. SHARP, General Agent. mu24f

THE LAKE.

PRESENT ARRANGEMENT—U. S. Mail Line for Manchac, Lewisburg, Madisonville, Covington and Abita Springs—The steamer **Virginia Pearl**, Capt. D. Gauze, will leave for the above and all intermediate landings, and return as follows:

Leaves New Orleans by Pontchartrain Railroad:	Returning, leaves Covington:
MONDAY.....12 M. cars	MONDAY.....4 A. M.
WEDNESDAY.....12 M. cars	TUESDAY.....5½ A. M.
THURSDAY.....12 M. cars	THURSDAY.....5½ A. M.
FRIDAY.....12 M. cars	FRIDAY.....5½ A. M.
SATURDAY.....2 P.M. cars	SATURDAY.....5½ A. M.

☞ Arrives at the Pontchartrain Railroad Depot in time for the 9 A. M. train for the city.

Passage, 25. Meals, 50 cents.

For further particulars, apply on board, or to

SHAW & ZUNTS, Agents,
jel1 tf 39 and 40 Front street.

FOR MOBILE—DAILY U. S. MAIL LINE—Summer Arrangement—The splendid packet steamer **California**, Hutchings, **Oregon**, Myers, master, built expressly for the Lake trade, with superior accommodations—one of the above steamers will leave the Pontchartrain Railroad DAILY, on the arrival at the Lake of the 12 o'clock, M. cars, stopping (weather permitting) each way, at Bay St. Louis and Pass Christian, and at Pavegeots on Tuesday and Saturdays going, and on Mondays and Thursdays returning.

jel W. GEDDES, Agent, 10 Bank Place.

LAKE SHORE PACKET—STEAMER **Creole**—For Ocean Springs and intermediate landings.—The new and splendid low pressure packet steamer CREOLE, Lewis Nelson, master, built expressly for this route, with super accommodations, will leave the Pontchartrain Railroad, on the arrival at the Lake of the cars, as follows:

From New Orleans.	From Ocean Springs.
MONDAY.....7½ A. M. cars.	SUNDAY EVENING.
TUESDAY.....9 A. M. cars.	MONDAY EVENING.
THURSDAY.....9 A. M. cars.	WEDNESDAY EVENING.
SATURDAY.....4 P. M. cars.	FRIDAY MORNING.
For Biloxi.	From Biloxi.
FRIDAY.....4 P. M. cars.	SATURDAY MORNING.

RATES OF FARE:

Cabin Fare to Bay St. Louis and Pass Christian	$2 00
Children and Servants	1 25
Deck	1 00
Cabin Fare to Mississippi City, Biloxi and Ocean Springs	2 50
Children and Servants	1 25
Deck	1 25

R. GEDDES, Agent, 10 Bank Place.

New Orleans, June 1, 1857. jn1

RAILROAD TRAVELING.

PONTCHARTRAIN RAILROAD—SUMMER ARRANGEMENT—Departure of the Cars—From and after Monday, June 8, 1857, the steam trains will leave as follows:

——The Lake——		——The City——	
At.....	5 o'clock A. M.	At.....	6 o'clock A. M.
At.....	6½ "	At.....	7½ "
At.....	8 "	At.....	9 "
At.....	10 "	At.....	11 "
At.....	11½ "	At.....	12 M.
At.....	1 P. M.	At.....	2 P. M.
At.....	3 "	At.....	4 "
At.....	4½ "	At.....	5 "
At.....	6½ "	At.....	7 "
At.....	7½ "	At.....	8 "
At.....	8½ "	At.....	9 "
At.....	10 "	At.....	11 "

On Sundays the train will leave the city every half hour from 1 o'clock P. M., until 9 o'clock, then every hour until 11 o'clock. The above train will also make the 4 o'clock trip Sunday mornings.

A Horse Car will leave the city depot every morning at 4 o'clock, except as above, and the Lake every night, one hour after the last steam train. Extra or special trips when required, by notifying the conductor.

A Station House has been erected at Gentilly Ridge, which is also made a Flag Station, where the steam train will stop when required from 6 A. M. to 7 P. M., leaving the City at 5 and 6 o'clock, and in trips 11½ and 4½ o'clock. Fare each way in steam trains 15 cents. Tickets to be sold must be purchased at the office and the conductor notified.

The daily Horse Cars, to and from Gentilly Ridge stopping as required, will come up from the Lake at 6½ o'clock A. M., and will leave as follows:

——The City——		——The Gentilly Ridge——	
At.....	9 o'clock A. M.	At.....	10 o'clock A. M.
At.....	2 P. M.	At.....	3 P. M.
At.....	4 "	At.....	5½ "

☞ Persons the Lake or Ridge will immediately after each train. au17 tf

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

A Passenger Train leaves New Orleans, daily, at 7.30 o'clock A. M., arrives at Hookhaven, Miss., one hundred and twenty miles distant, at 3 P. M. Returning, leaves Hookhaven at 8 A. M., leaves Brookhaven every day at 2.30 o'clock, A. M., and reaches New Orleans at 3 o'clock, P. M.

Fare—Three cents per mile, one cent per mile. Children under five years of age, free. Children between five and twelve years of age and colored persons, half price.

SEASON TICKETS can be obtained at the office of the Company, corner Calliope and Magnolia streets, family tickets, whole or half rates, in packages of twenty-five, at reduced prices.

Citizen passes are not permitted to ride in baggage cars without a written pass, expressly authorizing them to do so, and sending the station to and from which they may pass. As no pass will be issued by the Conductor, and will be required from the proper direction only, those making a trip both ways will have to be provided with two.

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THE GREAT NATIONAL ROUTE—THE AI NATIONAL ROUTE FROM NEW ORLEANS TO CHICAGO, ST. LOUIS AND OHIO RAILROAD.—Which forms the grand central link in the chain of communication between the Mississippi and the Atlantic, is in operation.

WHEELING, DENWOOD and PARKERSBURG, ON THE WEST; and

WASHINGTON CITY and BALTIMORE ON THE EAST.

At which places it unites with RAILROADS and STEAMBOATS, etc., for all points East and North. This is the ONLY ROUTE by which THROUGH TICKETS TO WASHINGTON can be procured, in which point, as well as to BALTIMORE, it is the nearest, most direct and the very easiest, the most reliable route. It is the only one in which passengers are not Tax'd with Tickets to New York are enabled to reach the city of Philadelphia and New York, at the cost of a ticket to New York only, the enabling business men and travelers for pleasure or information to visit four of the principal cities in the Union for less cost than can be afforded by any other route.

☞ To passengers from New Orleans, Vicksburg, Natchez, Memphis and the Southwest generally, travelling by the boats upon the Mississippi river, is OFFERED AS ROUTES to the cities by the Baltimore and Ohio above and connections, as offered.

FIRST.—They will leave the boats at CAIRO, (at the mouth of the Ohio) and choose by the Illinois Central Railroad to SANDUSKY, (18 miles) or PANA, (172 miles) and thence by Ohio and Mississippi, or Terre Haute and Alton Railroad, (as customarily. By this route the traveler passes through Terre Haute, Indianapolis, Dayton and Xenia, to Columbus, Ohio.

Second.—The South-western direct travelers may combine upon the U. S. Mail boats up the Ohio to Louisville or Cincinnati, and there take the CARS FOR THE EAST, via the Little Miami and Central Ohio Railroad, which leave him directly to BALTIMORE, four miles below Wheeling, where he takes the cars in the daylight and Ohio Railroad.

☞ Travelers are requested to notice that while this is the only route affording Through Tickets to all the Eastern cities at the same rates as charged by other routes to New York only, it is also the shortest, most speedy and direct, to all the leading points in the East. The distance from Columbus to Baltimore is only 576 miles, being about 100 miles shorter to New York than by any other route. There are less changes of cars by this route, and no one possibly less detention than by any other.

☞ By the Express Trains of this route the time from CAIRO to BALTIMORE or WASHINGTON is but FORTY-THREE HOURS.

☞ Be particular and ASK FOR TICKETS VIA BALTIMORE AND OHIO RAILROAD.

☞ Through Tickets, allowing the holders to stop at any point on the route, and resume their journey at pleasure may be purchased of W. S. REDDING, at the office of the Illinois Central Railroad, under the St. Charles Hotel, New Orleans.

J. KENNEDY MEITES,
Agent B. and O. R. R., New Orleans.

JOHN M. SHARP, General Agent. mu24f

STEAMBOAT DEPARTURES.

OHIO RIVER.

Leaves on SUNDAY, 23d inst., at 10 A. M.

FOR LOUISVILLE DIRECT—Evansville, Henderson, Stonestown, Smithland and Paducah and all intermediate landings, the fine magnificent swift running steamer **T. C. Twitchell**, Master, is now in port receiving freight, and will leave as above. For freight or passage—having fine accommodations, apply on board, or to

W. G. BETTERTON & CO., 25 Gravier street.

LOWER MISSISSIPPI.

Leaves every THURSDAY, at 5 o'clock, P. M.

REGULAR THURSDAY, U. S. Mail Packet steamer R. W. McRae, J. W. White, master, will leave for Carolina Landing, Ashton, Pilcher's Point, Skipwith's Landing, Lake Providence, Carnack's Landing, Millikin's Bend, Vicksburg, Grand Gulf, Rodney, Natchez, Fort Adams, Red River Landing, Bayou Sara, Fort Hudson, Baton Rouge, Pointe-au-Pin, and Donaldsonville, carrying the U. S. Mail. For freight or passage, having unexcelled accommodations, apply on board, or to

GEO. D. HITE & CO., 37 Front street.

☞ The R. W. McRAE will take Yazoo river freight, and sign through bills lading for it, with the privilege of reshipping on steamer C. S. Ald. jel7

FOR RED RIVER.

Leaves THIS DAY, 22d inst., at 5 P. M.

FOR SHREVEPORT, GRAND Bayou, Grand Ecore and Alexandria—The splendid and swift running packet steamer **Sunbeam**, Captain Holden, Martin, master, will leave as above. For freight or passage, apply on board, or to

F. G. RANDOLPH & CO., 42 Union street.

Leaves on SATURDAY, August 22d, at 5 P. M.

FOR SHREVEPORT, ST. MAURice, Grand Bayou, Grand Ecore, Alexandria and Gorton's landing, the new, elegant and swift running passenger packet steamer **Sunbeam**, Captain Beaslow, will positively leave for the above and all intermediate landings as above. For freight or passage, apply on board or to

T. B. SMITH, 1 Tchoupitoulas street.

Leaves on SATURDAY, 22d inst., at 5 P. M. Positively.

FOR JEFFERSON, SWANSON'S Landing, Alnder, Shreveport, Marshall, Shaw, Grand Ecore, Alexandria, Rochie's and all intermediate landings, the new, light draft steamer **Alida**, George Alden, master, will leave as above. For freight or passage, apply on board, or to

GEO. D. HITE & CO., 37 Front street.

FOR ATCHAFALAYA RIVER.

Leaves every WEDNESDAY, at 5 P M.

FOR OPELOUSAS—THE NEW STEAMER **Anna Perret**, Capt. G. S. Lombaldier, built expressly for the trade—in place of the steamer W. A. Wood—will leave as the packet for Old River, Simmesport and all landings on the Atchafalaya. For freight or passage, apply on board, or to

J. M. JOHNSTON & CO., 3 Front Levee st.

near Customhouse street.

ALABAMA RIVER.

FOR BLADON AND CULLUM Springs—Steamer **Advance**, Samuel Alden, master, leaves twice a week for Bladon and Cullum Springs, every Wednesday at 4 o'clock P. M., and for Demopolis, Bladon and Cullum springs every SATURDAY, at 4 o'clock P. M. Returning, leaves Bladon and Cullum Springs every TUESDAY, at 5 o'clock P. M., and every THURSDAY, at 5 P. M. For particulars apply to

T. B. SMITH, 4 Tchoupitoulas street.

REGULAR PACKETS.

UNITED STATES MAIL PACKET STEAMER NEW ORLEANS—The U. S. Mail Packet **Natchez**, Capt. Leathers, and **Princess**, Capt. Wilson, will resume their regular trips for the season, commencing on the 15th of July, and on TUESDAY, the 1st September, for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River landing, Fort Adams, Natchez, Waterproof, Rodney, Grand Gulf, Warrenton and Vicksburg—the NATCHEZ commences SATURDAY, 29th inst., at 5 P. M., and the PRINCESS on TUESDAY, 1st September, at 5 P. M.

SAMUEL PRITCHARD & CO., Agents.

jel22 tf 33 Carondelet street.

NAPOLEON.—Positive Fall Arrangement—NEW ORLEANS AND NAPOLEON TRADE—The new and splendid fast running passenger packet steamer **Judah Touro**, C. W. Worthington, master, will leave for Napoleon, Ashton, Carolina, Lake Providence, Camack's Landing, Millikin's Bend, Vicksburg, Grand Gulf, Rodney, Natchez, Fort Adams, Red River Landing, Bayou Sara, Fort Hudson, Baton Rouge, Pointe-au-Pin, Donaldsonville, Washington, Pelle Worthington, Grand Lake, Pelican, Carolina Landing, Ashton, Pilcher's Point, Napoleon, and all intermediate landings. Freight or passage, apply on board, or to

GEO. D. HITE & CO., Agents, 37 Front street.

☞ Passengers and shippers can rely on the Judah Touro fall trade; her place in the above trade on the 15th of September, 1857. au18 tf

COAST PACKET STEAMER Bella Donna—To and from New Orleans, Pass Christian, Bay St. Louis, Pass Pavegeots, Biloxi, Hickory, and all intermediate landings, the