NEW ORLEANS DAILY CRESCENT.

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BUSINESS DIRECTORY.

BARRET, A. & CO., MARBLE MANTELS, MONuments, Grave and Tomb Stones, and Housework in general, 111 and 113 St. Charles street, near Poydras.

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CONVERSE & CO., WHOLESALE GROCERS and DEALERS IN TEAS, LIQUORS, TOBACCO AND CIGARS, corner of Canal and New Levee streets, New Orleans.

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Insurance Scrip, Land Warrants, etc., purchased at market rates.

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HYATT, A. JULIUS—COLLECTOR, HOUSE, Bus. Agt. and General Newspaper Agent, are still to be found at No. 22 Commercial Place—Parties having COLLECTIONS to make, HOUSES to sell or rent, SLAVES to hire, or persons wishing to ADVERTISE in any of the Louisiana or Mississippi newspapers, or to SUBSCRIBE for any of the American or Foreign Literary Journals, will be promptly and faithfully served by calling at No. 22 Commercial Place.

JONES, MACKINDER & Co., SHIPPING Agents and Commission Merchants, No. 91 Gravier street, New Orleans.

KEARNY, ALFRED, COMMISSION MERCHANT. Dealer in Lime, Paints, Window Glass, Cement, Kaolin, Pittsburgh and Pensacola Fire Bricks, etc., etc., No. 72 Magazine street.

J. S. LEA. R. H. MARR. G. W. D. MARR.
LEA & MARR, ATTORNEYS-AT-LAW, No. 13 Commercial Place, New Orleans.

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LANDIS, JOSEPH & Co., COMMISSION MERCHANTS AND DEALERS IN WESTERN PRODUCE, No. 53 Tchoupitoulas street.

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NORTON, ALEX. & CO., GROCERS, Nos. 2 and 4 Poydras street, corner Carondelet, up stairs.

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O. J. HAWKINS. P. J. COCKBURN.
OAKEY, HAWKINS & CO., COTTON FACTORS and Commission Merchants, No. 48 Carondelet street.

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PUTNAM, R. & Co., DEALERS IN CLOTHING AND FURNISHING GOODS, No. 13 Camp street.

RIDGWAY, THOS. S., DEALER IN WINES AND LIQUORS, Nos. 81 Canal and New Levee streets, near Theatre street, New Orleans.

ROBINSON & CO., H. M., WHOLESALE AND RETAIL Grocers—Steamboat and family supplies, No. 56 and 58 Common street.

RSHLL, P. & E., DEALERS IN SILKS AND FANCY DRY GOODS, No. 126 Canal street.

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STEWART, CHARLES A., DEALER IN FINE Gold and Silver Watches, No. 12 Canal and 175 Canal street.

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TAYLOR, SEWELL T., IMPORTER AND DEALER in fine Wines and Liquors, No. 17 Royal street.

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WOLFE, S., IMPORTER AND GENERAL COMMISsion Merchant, 38 Camp street, New Orleans.

WRIGHT & CO., J., DEALERS IN PATENT MEDIcines, Drugs, Perfumery, etc., etc., Nos. 21 and 151 Chartres street.

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WHEELOCK, E. B., DEALER IN DRUGS, MEDICINES, Paints, Oils, etc., No. 63 Walnut street.

WOODMAN, O. O., IMPORTER AND DEALER IN Drugs, Chemicals, Patent Medicines, Paints, Oils, etc., corner Common and Royalette streets.

WHITE, THOS. L., BOOKSELLER AND STATIONER, No. 199 Broadway.

LEVI WILSON, Parish Rapides, La. E. H. FOWLER, New Orleans.
WILSON, POWLOY & Co., COTTON FACTORS AND COMMISSION MERCHANTS, 46 Carondelet street, New Orleans.

WATERMAN, J. & BRO., IMPORTERS AND DEALERS IN HARDWARE, CUTLERY, etc., corner Magazine and Common streets.

CARRIAGE WAREHOUSE—

COACHES, HARNESS,
ROCKAWAYS, WHIPS,
BAROUCHES, COACHES,
BUGGIES, TRIMMINGS,
WAGONS, etc. YARNISH, etc.

For sale low for cash or city acceptances.
No. 113 GRAVIER and No. 13 UNION STREET,
New Orleans, La.
J. A. LUM & CO.

UNIVERSITY OF LOUISIANA.—THE COURSE of instruction in Medicine for the academic year 1856-1857, will take place on the 20th of July inst., at 7 o'clock P. M.

The parents and guardians of the students, patrons and friends of the University, are respectfully invited to attend without any further notice.

Classes in English, French, Mathematics, Commercial Calculations, Penmanship and Book-keeping, will continue to operate during the months of August and September.

A Military man wanted for next academic year 1857-58 to take charge of Military Tactics and to perform the duties of a general disciplinarian. Apply at the corner of Bourbon and Common streets, to

Prof. LOUIS DUFAU.
1015 1m

NO EXCUSE FOR LEAKY ROOFS.—

FROM WM. BROWN, ARCHITECT.

TO WHOM IT MAY CONCERN: I thoroughly testify that I have used Warren's Fire and Water Proof Composition, Roofing for the last four years, both on private and public buildings. The Union Hotel, at Niagara Falls, having 300 feet front, and the extension Engine House and Machine Shops of the New York Central Railroad, at Buffalo, are covered with the roofing. I have had no difficulty with it, and have heard no complaints, and I do not hesitate to say, that in my opinion, formed from actual experience with its extensive use, that it is the best material for all roofs now in use, for its cheapness, durability and susceptibility of being readily made perfectly tight, and its great power to resist fire.

Baltimore, February 14, 1854. WM. BROWN.

All persons who have used these Roofs, and consequently are best qualified to speak intelligently on the subject, bear the same testimony. They have been thoroughly tested on the Algiers Warehouses, and their decided superiority over all other Roofing materials used for Flat Roofs has been fully established.

THOS. RICHARDSON & CO. are the only persons authorized to put on Roofs of this description in this states.

Order box 114 Mechanics' Exchange, 19 St. Charles st., New Orleans.

Refer to MESSRS. A. F. COCHRAN & HALL.
o22

SEA-GOING VESSELS.

TEXAS AND MEXICO.

To sail on SUNDAY, August 30th, at 8 A. M. Reduced Rates to Galveston—Cabin Passage, $10, Meals included.

SOUTHERN STEAMSHIP COMPANY—For Galveston and Matagorda Bay—U. S. Mail Line.—The superior copper and copper fastened steamship Mexico, J. Y. Lawless, 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 will please provide themselves with the steamer's form of Bills of Lading. None other will be signed.

The steamships of this line will hereafter pay lighterage on goods from Powder Horn to Lavaca.
au25

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

FOR VERA CRUZ—U. S. M. LINE—The superior copper 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.
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HAVRE.

FOR HAVRE—THE AI FAST SAILING American ship Ann Washburn, Capt. Minot, now loading and will have very quick dispatch. For freight of 500 bales cotton, apply to

HOLLINGSWORTH & PHILLIPS,
or to JONES, MACKINDER & CO.
1930

LIVERPOOL.

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

DAXTER, LOVELL & CO.
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FOR LIVERPOOL—THE AI FAST SAILing American ship Marshfield, Torrey, 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.
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To sail on or about the 20th inst.

FOR LIVERPOOL—THE AI AT LLOYDS fast sailing British ship Sultan, Hymer, master, is now loading and will sail as above. For freight, apply to

G. W. OLIVER & CO.,
26 Carondelet street.

CADIZ.

FOR CADIZ—PASSAGE ONLY—THE AI fast sailing American ship R. R. Sumner, Capt. Dyer, is now loading and having all her cargo engaged will have immediate dispatch. For passage only, having elegant accommodations, apply to the captain on board.

J. P. WHITNEY & CO., 35 Carondelet st.
au15

FOR CADIZ—PASSAGE ONLY—THE AI fast sailing American ship R. M. Slosman, Capt. Chapman, is now loading, having her cargo engaged, will have quick dispatch. For passage only, having elegant accommodations, apply on the ground, or on board.

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

WANTED—A SHIP OR BARK TO LOAD in Dispatch Line for Boston; cargo ready and quick dispatch.

JONES, MACKINDER & CO., 91 Gravier st.
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WANTED TO CHARTER — AN AI ship of from 500 to 650 tons, for a voyage to Calcutta. For particulars, apply to

J. H. CARSTENS & CO., 120 Common st.
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STOVES.—FIVE HUNDRED COOKING AND HEATING STOVES, of the latest improved patterns—"Morning Star," "Charter Oak," "Shanghai," "Economist" Cooking Range, and the celebrated "Creole Cook Stoves," of their own manufacture.

The undersigned are prepared to execute, at short notice, all orders for Sheet Iron Ofiicesses, Gravel Roofing, Zinc Air Boxes, Copper Pans and Pipes, Copper and Brass Work. They keep on hand a large stock of Tin and Japan Ware, suitable for Steamboats, Hotels and Private Families. They are agents for the manufacture of McCRACKEN'S Patent Evaporating Steam Sugar Pan. They have certificates in their possession that this pan will make the same quantity of sugar in half the time, and double the quantity of cane juice of the best Pan in use. They have a working model of the Pan, which they will be happy to exhibit to any one interested in the culture of Sugar Cane.

WHEELER & FORSTALL.
429 1y 279 Tchoupitoulas, 6 Front and 18 Fulton streets.

DR. LOCK WOOD'S HAD IVE TEXAS is a physician 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 Head, Ear, Eye, Lungs, Liver, Heart, Kidneys, Bladder, Chronic Diarrhœa, in a word, all chronic complaints, and Rheumatism in all its forms. Also, the diseases of women and children—especially of females; Prolapsus Uteri, Fluor Albus, Amenorrhœa, etc., etc., and that class of diseases known as Venereal, private and secret.

All who are suffering would do well to give me a call before going elsewhere, as they will receive a safe and speedy cure. Diplomas in his office, and testimonials from the Medical Colleges of Paris is one thing, or make no charge for my services. My RHEUMATIC SPECIFIC can only be had at my office. This is one of my recent discoveries, and is a sure cure. And it is taken with perfect safety, it being a vegetable compound.

In consequence of the many humbug advertisements in the papers, I wish it understood that I have no connection with any other Doctor in this city.

Address or call 1 Street DAVID'S ROW, 18 CARONDELET street, between Poydras and Perdido streets.

Office hours—Forenoon, 9 A. M. to 2 P. M.
C. LOCKWOOD, M. D.

BREWSTER & ZACHARIE—NO. 35 FRONT STREET, NEAR THE LEVEE—We would respectfully call attention to our establishment, No. 35 Front and 36 Fulton streets, where we are prepared to do things to furnish the shortest notice, and on the most reasonable terms, all kinds of COPPER, TIN AND SHEET IRON WORK, BRASS CASTINGS, BLACKSMITHING, etc. Each member of the firm giving his personal attention 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 City:

COPPER, TIN AND SHEET IRON PIPES;
CHIMNEIS, BREECHINGS;
FIRE BOXES, GRATES, PANS;
SHILLS, WORMS;
FILTERERS, JUICE BOXES;
CLARIFYING KETTLES;
HEATERS, etc., etc.

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

PUMPS.—Worthington's Safety Steam Pump, S. P. Knee's Fire Plugs, Cast Iron, Copper Lift and Force Pumps and Lift Pumps.

STEAM GAUGES.—Schaffer's Vacuum and Steam Gauge, a new article, showing the highest point to which steam may have been reached during the absence of the Water Gauge.

TINWARE.

Chafing Dishes, Buckets,
Dish Bottoms, Jelly and Cake Moulds;
Coffee and Tea Urns, Soup Tureens;
Dish Covers and Meat Covers;
Together with Cast and Sheet Iron Cook Stoves; Washing and Ironing and Box Stoves; Fancy Cabin and Parlor Stoves; Landscape and Camon Stoves; Bar's Soaps, etc., Forges, Fire Baskets, Bucket Wrenches; Steam Whistles and Valves; Powder Magazines; Grate Bars; Ratchet Drills; Hose; Brass, Cylinder, Bell, Stop and Coupling Cocks; Lever and Force Pump Cocks; Lanterns, lamps, etc., of all descriptions.

BREWSTER & ZACHARIE,
No. 35 Front and 36 Fulton streets.

Sole Agents for Schaffer's Steam and Vacuum Gauges; Hourglass Water Gauge; S. P. Knee's Fire Pumps; and G. W. Gotten's Patent Piston Heads and Metallic Packing.
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GILMAN'S PNEUMATIC STEAM GRANULATOR is now in use on seven plantations, comprising the largest and smallest classes, or some of which it has taken all three crops, with a consolidation of the following advantages over any other known application of steam to a steam Granulator or an entire steam mill:

1. It requires but a pressure of 20 pounds of steam to "strike a Battery."

2. It requires no additional water for the boilers.

3. Its pipes never "scale" or require cleaning.

4. Its heating surface is equally distributed throughout the body of juice, so that an even and hard grained sugar is made.

5. The steam being all condensed and returned to the boilers direct, no additional boilers are required where the sugar-mill boilers are large and Gilman's Bagasse Furnace is used—one pair of cylinder boilers 36 inches in diameter and 36 feet long, with Gilman's Bagasse Furnace, now furnish steam to grind the cane and run the Pneumatic Battery, making 10 jobs, sugar per day.

6. The Pneumatic Battery or Granulator is put in operation at much less expense to the planter than any other steam battery or application of steam to manufacture sugar, in part or entirely by steam.

For further information, a pamphlet with full specifications and drawings will be furnished on application to the subscriber, who is now prepared to make contracts for the Battery, Evaporators or Clarifiers, to be used with Gilman's Steam Generator.

SAMUEL H. GILMAN.
au 1y 70 Gravier street, New Orleans, La.

OFFICE OF NEW ORLEANS SAVINGS INSTITUTION.—Office No. 161 Canal street, incorporated under Act of the Legislature, on 15th March, 1855.

The office of the Institution will be open for the reception of deposits every morning (Sunday excepted) from 9 to 3 o'clock, and on Saturday evenings from 5 to 8 o'clock.

Deposits of one Dollar and upwards will be received.

The strict privacy of the business is strictly limited by the Act of Incorporation to the Public Boards of the United States, of the State of Louisiana, and of the City of New Orleans.

Loans upon mortgage of unencumbered and improved Real Estate within the limits of the city of New Orleans, not exceeding 50 percent, of the appraised cash value.

Loans upon pledge of the Stock of the Incorporated Banks in New Orleans, not exceeding 60 per cent. of the market value.

All interest or profits derived from the employment of the funds, are to be distributed semi-annually among the Depositors.

No Trustee can directly or indirectly borrow any of the funds, or receive any pay or emolument whatever.

Certificates of deposits, bearing interest at a rate to be agreed upon, will be issued for sums not less than $100 deposited for a specified time.

TRUSTEES.

George Routh,	A. D. Kelly,	William Vogel,
W. N. Morris,	Geo. Urquhart,	S. S. Benson,
G. C. Duncan,	A. Heard,	George Lyons,
Wilhelmus Bogert,	F. N. Wood,	Thos. A. Clark,
Thos. A. Adams,	E. A. Hamilton,	D. H. Withers.

W. N. MERCER, President.
A. D. KELLY, }
WM. VOGEL, } Vice Presidents.
R. S. SUMNER, }
D. D. WITHERS, Treasurer.

N. B.—Copies of the Act of Incorporation and By-laws can be obtained at the office.
a281y

SUNDRIES—

20 bbls Knox,
90 bbls Oliver Twigger,
50 bbls Bourbon and Rye Whiskey,
200 boxes Raisins, whole and halves,
25 boxes Beaufort Hunter Hams,
100 cases Heath & Scott's Cordial Gin,
100 baskets Heidsick's Champagne,
100 dozen Ales,
825 Regulated Wheeling Nails, in store and for sale by

ALEX. NORTON & CO.,
Nos. 2 and 4 Poydras street.
m15 1f

DAY AND BOARDING SCHOOL FOR YOUNG LADIES—Founded in 1833, by Madame Lelièvre, and continued since 1840 by Madame Deshouxnes, Burgundy street, between Dauphine and Bienville streets, New Orleans.

The Summer Session of this establishment at Pass Christian, begins on the 1st June. The buildings there are large enough to accommodate FIFTY boarders, and in addition the families of Day Scholars. Attached to the premises are a fine bath house and a good wharf. The institution provides thorough and substantial instruction in every stage and department of education, and offers great facilities for the acquirement of the French language. Singing and Music are taught by Mr. Prosper, the well known leader of the Orchestra of the New Orleans Theatre. Mr. Prevost will reside at the Pass during the summer, and will continue his lessons (singing and music) in the establishment. He will also give private lessons in families.

Examinations in music take place every month during winter in the city; and every fortnight during the summer at the Pass.

The city school remains open the whole year for boarders and day scholars.
au 20 1y

SEWING MACHINES.—I. M. SINGER & CO.'S Agency for the sale of their new improved Sewing Machines, especially adapted to the making up of NEGRO CLOTHING, PLANTATION

GENERAL HOUSEHOLD SEWING,

is now established at No. 121 Canal street. These machines look the first premium at the World's Fair in the Crystal Palace, in Paris, over Grover & Baker's, and many other Sewing Machines; and are the only Sewing Machines now used by the Government of France in making up the clothing for the French army. A constant supply of these No. 1 Machines, together with Silk, Cotton and Linen Thread, Spools, Needles, etc., etc., always on hand. Orders promptly attended to. Address

S. B. PECK,
129 Canal street, New Orleans.

THE LAKE.

PRESENT ARRANGEMENT—U. S. Mail Line for Mundselle, Lewisburg, Madisonville, Covington and Abita Springs—The steamer Virginia Pearl, Capt. Dowd, 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.....6½ A. M.
FRIDAY.....12 M. cars	
SATURDAY.....12 M. cars	SATURDAY.....6½ A. M.

Arrive at the Pontchartrain Railroad Depot in time for the 10 A. M. train for the city.

Passage, $1. Meals, 50 cents.

For further particulars, apply on board, or to

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

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 Pascagoula on Tuesday and Saturdays going, and on Mondays and Thursdays returning.

R. GEDDES, Agent, 19 Bank Place.
jel

LAKE SHORE PACKET STEAMER Creole—For Ocean Springs, and all the intermediate landings.—The new and splendid low pressure packet steamer CREOLE, Lewis Nelson, master, built expressly for this trade, with superior 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.
From 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 50
Deck	1 25

R. GEDDES, Agent, 19 Bank Place.
New Orleans, June 1, 1857.
jel

RAILROAD TRAVELING.

PONTCHARTRAIN RAILROAD—SUMMER ARRANGEMENT—Departure of the Cars—From and after Monday, June 9, 1857, the steam train will run 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.....	6	"
At.....	7½	"	At.....	8	"
At.....	8½	"	At.....	9	"
At.....	10½	"	At.....	10½	"

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 12 o'clock. The steam 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 so made a Flag Station, where the steam train will stop when required from 10 A. M. to 7 P. M. Fare to the Lake and back, 40 cents, and up trips 15½ and 15½ o'clock. Fare each way in steam trains 15 cents. Tickets should be purchased at the ticket office at the conductor's office.

The daily Horse Car 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—			—Gentilly Ridge—		
At.....	9	o'clock A. M.	At.....	10	o'clock A. M.
At.....	12	"	At.....	3	P. M.
At.....	4	P. M.	At.....	6½	"
At.....	6	"			

For the Lake—Each trip immediately after steam train.
jel0 tf

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

A Passenger Train leaves New Orleans, daily, at 7.30 o'clock A. M.; arrives at Brookhaven, Miss., one hundred and ninety-eight miles from New Orleans, at 2.25 o'clock P. M. Returning, leaves Brookhaven every day at 8.30 o'clock, A. M., and reaches New Orleans at 5.15 o'clock, P. M.

FARE—Eight dollars per ticket, each way. Children under five years of age, free. Children between five and twelve years of age and colored persons, half price.

SEASON TICKETS may be obtained at the office of the Company, corner Calliope and Macomb sts; also, family tickets, whether of halves, in proportion to the number of passengers, at a reduction of 25 per cent. Tickets not permitted to ride in the trains without a written pass, expressly authorizing them to do so, and returning the stubs to said Ticket Office, under a fine of $5. Passengers will be required by the Conductor, and will be good for a trip in one direction only, those making a trip both ways will have to be provided with two tickets.

A FREIGHT TRAIN leaves New Orleans for Brookhaven and intermediate stations at 4.30 A. M. every Tuesday, Thursday and Saturday, returning the following days. Also, for intermediate stations, every Monday, Wednesday and Friday morning, at 8.30 o'clock A. M. This train stops on Fridays and Saturdays at Ponchatoula, for the accommodation of the stations, 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 four horse mail stages run from Brookhaven to Jackson, and two daily from Brookhaven every day connecting with the passenger trains.
m15 tf

NEW ENGLAND ROUTE TO THE WEST—Galveston and Indianola, Powder Horn I—Saving one Day's Time, as well as Reduction Rates for passage, freight and insurance.

Leaving every SUNDAY and THURSDAY, by the NEW ORLEANS AND GALVESTON STEAMSHIP LINE.

Connection at Galveston by the new and splendid steamships GALVESTON and OPELOUSAS, of 1200 tons burthen each, built expressly for the Galveston and Western trade, to avoid the dangers and delays heretofore arising from the passage of the Texas bars.

Passengers will leave New Orleans from the Ferry Landing, opposite Jackson Square, on SUNDAY and THURSDAY MORNING, at 10 o'clock, commencing on Sunday, the 10th of May, 1857.

The OPELOUSAS, Capt. A. Van Horne Ellis, will leave on SUNDAYS, and the GALVESTON, Capt. Henry Benham, 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 and delivered in Galveston without extra charge of any kind, at the lowest rates heretofore charged by the line of sailing steamers.

For freight or passage, apply at the office of the Company, (the only office of the line in New Orleans) corner of St. Peter and Levee streets, opposite Jackson Square, where cabin plans of the steamers may be seen, and all state questions secured.

A. E. SEGEE, Vice President.
N. C., Opelousas and G. N. Railroad Co.
m911 tf

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

SUMMER ARRANGEMENT.

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

—Outward Trains Leave—

Algiers Depot	at 8 A. M.
Arrive at Brashear City	at 2.50 A. M.

—Inward Trains Leave—

Brashear City	at 1 P. M.
Arrive at Algiers	at 4.50 P. M.

Arrive at Algiers.....at 6 P. M.

Express trains, stopping at regular stations only, leave Algiers depot every Monday and Thursday, at 10½ o'clock A. M. Ferry boats 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 Texas, must be paid by shippers.
a24

GREAT CENTRAL ROUTE, THE EAST AND ONLY RELIABLE LINE FROM NEW ORLEANS —To— Chicago, Detroit, Buffalo, Niagara Falls, New York, Boston, Philadelphia, Montreal, Saratoga Springs, the White Mountains, etc.

A splendid passenger train 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 Cairo daily:

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

Connecting at SANDOVAL with Ohio and Mississippi Railroad, for Cincinnati; at DECATUR with Great Western Railroad, for Springfield, Jacksonville and Naples; at LASALLE with Illinois Central Railroad, for Rock Island, Davenport and Peoria; at MENDOTA with Chicago and Rock Island Railroad, for Aurora, Batavia, Geneva, Quincy and Central Town, including at BUNKER HILL in 24 hours.

One of our Minnesota Packet Company's steamers leaves Dubuth for St. Paul, and all intermediate landings, on arrival at the cars from Chicago.

Going East, there is no change of cars between Cairo and Chicago, and but twice from Cairo to New York. Through to Chicago in 15 hours; Niagara Falls 8 hours, New York 38 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.

R. R. REDDING, Agent.
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THE GREAT NATIONAL ROUTE TO THE EAST—BALTIMORE AND OHIO RAILROAD—Forms a continuous railroad line, in the chain of communication between the Mississippi and the Atlantic terminus at

WHEELING, BENWOOD 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 West, is the ONLY ROUTE by which THROUGH TICKETS to WASHINGTON, can be procured, to the Eastern States, and NEW YORK, it is the shortest, most direct and in every respect the most reliable route. It is thoroughly made by which purchasers or Through Tickets can New York via Baltimore, Philadelphia and New York, at the cost of a ticket to New York only, thus enabling business men and travellers for pleasure or information to visit four of the principal cities in the Union for less now than can be afforded by any other route.

To passengers from New Orleans, Vicksburg, Natchez, Memphis and the Southwest generally, travelling to the lands upon the Mississippi river, a CHOICE OF ROUTES to the East, by the Baltimore and Ohio Road and connections, is offered.

FIRST.—They may leave the boat at CAIRO, (at the mouth of the Ohio) and thence by the Illinois Central Railroad go to SANDOVAL, (184 miles) or ASHLAND, (172 miles) and thence by Ohio and Mississippi, or Terre Haute and Alton Railroad, turn eastwardly. By this route the traveller passes through Terre Haute, Indianapolis, Dayton and Columbus, Ohio.

SECOND.—The South-western river traveller may continue upon the U. S. Mail Boats up the Ohio to Louisville or Cincinnati, and take the C