RAILROAD TRAVELING.

PONTCHARTRAIN RAILROAD.—SUMMER ARRANGEMENT. Commencing Sunday, May 1, 1859.

—DEPARTURE OF CARS.—

From City.	From Lake.
6 o'clock A. M., Horse Car.	5 o'clock A. M., Str'm Train.
6 " " Str'm Train.	6½ " "
7½ " "	7 " "
8 " "	7½ " "
10½ " "	11½ " "
12 " P. M.	1 " P. M.
3 " "	4 " "
4 " "	4½ " "
5 " "	5½ " "
6 " "	6½ " "
7 " "	7½ " "
8 " "	8½ " "
10 " "	10 " "
11½ " "	11½ " "

which will be the last regular train. On Sundays the steam train will make the 4 o'clock morning trip, and leave the city every hour after 12 o'clock until 11 o'clock at night.

On and after Sunday, 15th inst., there will be half-hour trips every Sunday from 4 o'clock until 8.

Status or special trips from Lake at night by the Horse Car, when required, by notifying the Conductor.

The Steam Train will stop at Gentilly Station, when notified, except on mail trips, and after 6 o'clock P. M. Sundays. Fare each way 15 cents, and conductors must have timely notice to stop. a30 tf

GREAT SOUTHWESTERN MAIL ROUTE.

Bachelder's Stages to New York in Four Days and Nineteen Hours—Avoiding all the Dangers of the River and Lakes.

Quickest Route to Memphis, St. Louis, Chicago, Cincinnati, Washington, Philadelphia, New York and all Eastern Cities—Two Days' Time Saved!—Only Seventy Miles Staging—via

New Orleans, Jackson and Great Northern RAILROAD

to Canton, Miss.; thence by Mississippi Central Railroad and Stage, Benton & Hedley's trebly daily line of Four-Horse Post Coaches to Grand Junction, Tenn.

Through tickets to Memphis and New York can be had at the Ticket office of the New Orleans, Jackson and Great Northern Railroad Company.

The roads in the Gap of the Mississippi Central Railroad have now become good, and close connections are made throughout the whole route.

The track laying on the Mississippi Central Railroad is progressing rapidly, and the staging will cease accordingly.

Sixty pounds of Baggage allowed each passenger.

a27 2m SIMS, BUTTON & DUDLEY.

REDDING & CO.'S SOUTHERN EXPRESS.

OFFICE—UNDER ST. CHARLES HOTEL, N. ORLEANS. For the Reception and Delivery of Goods for all Points On the Opelousas Railroad.

This Company is organized for the purpose of doing a GENERAL EXPRESS AND FORWARDING BUSINESS, such as forwarding Specie, Bank Notes, Jewelry, Merchandise, Baggage and Packages to all parts of the United States and Havana.

We are also prepared to do a General City Express and Baggage Business, in connection with the New Orleans, Opelousas and Great Western Railroad.

Will call for and deliver, with dispatch and at reasonable rates, Baggage Freight or Packages to and from all parts of the city of New Orleans.

Merchants, planters and citizens can rely upon this Company to forward the most valuable article to any destination, and must respectfully solicit a share of public patronage.

W. R. REDDING,
TH. THAYER,
Proprietors.

Authorized Agents of Bomballer & Co.'s Island of Cuba Express. a7 tf

BOMBALLER & CO.'S ISLAND OF CUBA EXPRESS, receive and forward all kinds of packages and freight to Havana, Matanzas, Cardenas, Villa Clara, Sagua la Grande, Remedios, Nuevitas, Puerto Principe, Santiago de Cuba, Trinidad, Cienfuegos, etc., in connection with the Expressers of Wells, Fargo & Co., Carlington & Co., United States Express Company, American and European Express and Exchange Company, for the United States, California and Europe. Specie in New Orleans. REDDING & CO.,
f25 tf St. Charles st., under St. Charles Hotel.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

On and after January 1, 1859, Passenger Trains will leave New Orleans twice daily, at 7.30 A. M. and 6.30 P. M., arriving at Canton at 6.30 P. M. and 6.38 A. M.

Returning, will leave Canton at 7.30 A. M., and 6.52 P. M., arriving at New Orleans at 6.30 P. M. and 6.30 A. M.

Freight Trains depart daily at 7.30 A. M., and arrive daily at 6.10 P. M.

Freights must be at the Depot by 7 o'clock P. M. on the day previous to the departure of the train, otherwise it will lay over until next trip.

Fare from New Orleans to Kenner	1st Class.	2d Class.
" " Frenier	$0 40	$0 30
" " Marrone	1 00	70
" " Pontchatoula	2 00	1 40
" " Tickfaw	2 40	1 75
" " Amite	2 80	2 05
" " Tangipahoa	3 20	2 35
" " Osyka	3 60	2 65
" " Magnolia	4 00	2 95
" " Summit	4 40	3 25
" " Brookhaven	4 80	3 55
" " Bogue Chitto	5 20	3 85
" " Beauchamp	5 60	4 15
" " Hazelhurst	6 00	4 45
" " Crystal Springs	6 40	4 75
" " Terry	6 80	5 00
" " Byram	6 80	5 20
" " Jackson	7 20	5 50
" " Tougaloo	7 60	5 70
" " Calhoun	7 60	5 90
" " Canton	8 20	6 10
" " Vicksburg	8 00	6 00

Children three years old and under, from one year from end up to twelve years old, half-price; all over twelve years old, full fare.

Family tickets in packages of twenty-five can be had at the office of the Master of Transportation. Merchants whose families reside on the line of the road, can procure tickets in packages of twenty-five for their personal use at a reduced rate.

The Company are now prepared to forward Goods and Packages of all kinds to every place with which they have connection, receiving them or delivering at the central depot.

T. S. WILLIAMS,
Master of Transportation.

1858.....1859. NEW ORLEANS, JACKSON & GREAT NORTHERN RAILROAD

Express.

Office in the Railroad Building, Camp street, opposite Lafayette Square.) will deliver in any part of the city, each Baggage, Packages, Specie, Bank Notes, Jewelry, etc., received by the Railroad, or in charge, as may be entrusted to their charge, or Forward the same, with care and dispatch, to any point on the Great Northern Railroad, the Southern Railroad, or the Mississippi Central Railroad, receiving them for that purpose either at the Express office, or at the residences or offices of its clientele.

On approaching New Orleans, the Baggage Master will go through the Train and receive the Checks and address of all persons wishing their Baggage sent to their hotel or residence.

For Company will be responsible for all articles placed in charge of the Baggage Master.

EXPRESS CHARGES, IN ADDITION TO RR. FREIGHT:

Description of Articles.	Between the Depot and Business Office.	First District.	Second District.	Third District.	Fourth District.
Each trunk, valise, or carpet bag, weighing not more than 100 pounds	.20	.25	.40	.60	.40
Packages, other than baggage, weighing not more than 100 pounds	.20	.25	.50	.75	.50
Each additional 50 pounds of baggage, or packages other than baggage	.10	.10	.15	.10	.10
Specific bank notes, jewelry, and other valuables, weighing not more than 100 pounds	.40	.50	1.00	1.50	1.00
Each additional 50 pounds	.20	.20	.20	.20	.20

T. S. WILLIAMS,
Master of Transportation.

NEW RAILROAD ROUTE TO TEXAS, UNITED STATES MAIL LINE.

Twenty-four hours time saved, and the risks and discomforts of a sea voyage greatly diminished, by the

New Orleans, Opelousas and G. W. Railroad, TO BERWICK'S BAY,

By the new and splendid line of STEAMSHIPS, all built expressly for this trade, with superior stateroom accommodations for passengers.

LEAVING THREE TIMES A WEEK.

SUNDAY.....GEN. RUSK.
To Saline Pass and Galveston.
WEDNESDAY.....ORIZABA
To Galveston and Indianola.
SATURDAY.....MAGNOLIA.
To Galveston and Indianola.

CARRYING THE UNITED STATES MAILS.

The ferry running to the Railroad leaves the landing foot of Bienville street, nearly opposite Jackson Square, at 7½ o'clock in the morning. Tickets may be obtained at state rooms secured at the Railroad office, corner of St. Peter and Levee streets, opposite Jackson Square, daily, and at the Depot adjoining the departure of the boats.

Freights for Texas by this line received every day. Shippers are cited, at the ship side landing. Insurance by this line is less than by the River line.

BENJ. F. FLANDERS, Sup't.

FOR LAKE BORGNE and Mexican Gulf—MEXICAN RAILWAY—Depot, corner of Bienville st. and Champs Elysees.

SUMMER ARRANGEMENT

To Pontchartrain, Lake Borgne—distance 28 miles. Fare 50 cents, 25 cents children and slaves, 12 trips.

Departure of Trains—DAILY.

From the city for the Lake, at.....10 A. M.
" Lake " city, at.....5 P. M.
" Lake " city, at.....8½ A. M.
" " " " " " " 12 M.

Office, 90 Common street. For all business of the Railroad Department, or any other business connected with the office of the late Alexander Gordon, apply to

W. G. BAKEWELL, Executor,
who is the only person authorized to make engagements or sign obligations for the road.

Omnibusses leave Canal street every fifteen minutes for the depot. a22 1f

FRESTLEY & BEIN, 89 AND 91 CAMP STREET,

—Importers and Dealers in—

Hardware, Cutlery, Iron, Copper and Tin Plate,

Have now a well assorted stock of Foreign and Domestic Hardware and Cutlery, English and American Iron, Bar, Sheet, Boiler, Scroll, Angle, Half Round and Oval Iron, which they offering for sale at the lowest market rates cash or accommodating terms.

—Also—

The Agents for Hillman Brothers' Premium Tennessee Bar and Boiler Iron.

Agents for Swift's Rolling Mill for boiler and sheet iron.

Are agents for C. G. Hussey & Co's Pittsburg Copper Rolling Mill.

Are agents for G. L. Hanks' Bell Manufactory, Cincinnati.

Are agents for the St. Louis Saw Works of Branch, Crookes & Co.

—Also—

For the sale of Cast Iron Pipe from a Glasgow Company.

We invite the attention of the country dealers, planters, merchants and the public generally, to our large and well assorted stock. a21 4m&8s.

LOUISIANA MUTUAL INSURANCE COMPANY OF NEW ORLEANS.

OFFICE—South corner of Camp and Natchez streets.

Amount of Premiums for year ending February 28,	
1859	$701,552 31
Net earned Profits for the year	296,891 91
Assets on the 28th February, 1859	807,227 62

The Trustees have declared a Scrip Dividend of SIXTY PER CENT, after paying Six per cent. interest on outstanding scrip, and redeem the Certificates of Scrip of the years 1856 and 1857.

Interest and redeemable scrips payable in cash on and after the SECOND MONDAY OF MAY next, and the certificates of scrip for the year ending February 28, 1859, will be issued on and after the 1st June, 1859.

CHARLES BRIGGS, President.
H. P. JANVIER, Secretary.
a28 1y

FOREIGN PORTS.

LIVERPOOL.

FOR LIVERPOOL.—THE AI AMERICAN ship **Advance**, Capt. Cahill, is now loading for the above port. For freight of tobacco, apply to J. P. WHITNEY & CO., 30 Carondelet street. For passage, apply to the Captain on board. my2

FOR LIVERPOOL.—THE AI FAST SAILING bark **Robert**, Capt. Carter, having most of her cargo engaged, will meet with immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. For passage, having superior accommodations, apply on board. m30

FOR LIVERPOOL.—THE AI FAST SAILING American ship **Ellen Foster**, Capt. Robertson, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board, Post 56, Fourth District. a29

FOR LIVERPOOL.—THE AI AMERICAN ship **Samuel Lord**, Captain Sweetser, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. a23

FOR LIVERPOOL.—THE AI FAST SAILING American ship **Wm. H. Prescott**, Capt. Batchelder, having nearly all her cargo engaged and going on board, will meet with quick dispatch. For balance of freight apply to BAXTER, LOVELL & CO. For Passengers for Liverpool or Havre, will be taken by this ship, those for Havre being forwarded at ship's expense. Apply on board, Post 44, Third District. a22

FOR LIVERPOOL.—THE AI LIGHT draught American ship **Donati**, Wm. H. Adams master, having a large part of her cargo engaged, will move immediate dispatch. For freight of 400 bales cotton apply to S. JONES & CO., 91 Gravier street. For passage, apply to Captain on board, Post —, First District. a21

FOR LIVERPOOL.—THE AI FAST SAILING American ship **Stalwart**, Captain Lucas, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet st. For passage, having fine accommodations for cabin passengers, apply to Captain on board, Post 20, Second District. a19

FOR LIVERPOOL.—THE AI FAST SAILING American ship **Mary Ogden**, Capt. Leverett, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street, or to COHEN M. SORIA. For passage, apply to the captain on board. a18

FOR LIVERPOOL.—THE AI FAST SAILING American ship **Jno. Patten**, Capt. Jarvis Patten, is now loading for the above port. For freight apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board, Post 45, Third District. a8

FOR LIVERPOOL.—THE AI FAST SAILING American ship **Prince of Wales**, Capt. Wm. Thompson, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board, Post 32, Third District. a8

FOR LIVERPOOL.—THE AI FAST SAILING American ship **Pocahontas**, Capt. Crowell, is now loading for the above port. For freight apply to J. P. WHITNEY & CO., 35 Carondelet st. For passage apply to the captain on board. a6

FOR LIVERPOOL.—THE AI FAST SAILING American ship **E. Kimball**, Capt. Wilson, having a large part of her cargo engaged, will have very quick dispatch. For freight of 500 bales cotton, apply to S. JONES & CO., 91 Gravier street. For passage, apply on board, Post 36, Third District. a2

FOR LIVERPOOL.—THE AI LIGHT draught American ship **James R. Keeler**, Captain Allen, is now loading, and will have quick dispatch. For freight of 400 bales cotton, apply to BAXTER, LOVELL & CO. m6

FOR LIVERPOOL.—THE AI FAST SAILING light draught American ship **Excelsior**, Captain Swift, is now ready for cargo and will have immediate dispatch. For freight of 500 bales cotton, apply to BAXTER, LOVELL & CO. m23

LONDON.

FOR LONDON.—THE AI FAST SAILING American ship **E. W. Farley**, Nichols, master, having a large part of her cargo engaged, and being of very light draft, will have immediate dispatch. For freight of tobacco, apply to S. JONES & CO., 91 Gravier street. For passage, having superior accommodations, apply to the master on board, Post 32, First District. m22

FOR LONDON.—THE A1 SARDINIAN ship **Liguria**, Capt. Fiaori, is now loading for the above port. For freight or fifteen, apply to BAXTER, LOVELL & CO. a15

FOR LONDON.—THE A1 VERY FAST SAILING clipper ship **E. W. Farley**, Nichols, master, having a large part of her cargo engaged, and being of very light draught, will have immediate dispatch. For freight of tobacco, apply to S. JONES & CO., 91 Gravier st. For passage, having superior accommodations, apply on board, Post 44, Third District. a20

ST. PETERSBURG.

FOR ST. PETERSBURG.—THE AI American ship **Vanguard**, Capt. Norton, will be dispatched for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board. a20

HAVANA.

Sails on MONDAY, the 9th May.

FOR HAVANA.—THE SUPERIOR FAST sailing bark **Serafin**, Capt. —, is now loading and will have dispatch, as above. For freight or passage, apply to GEO. W. HYNSON & CO., 82 Camp street. a27

CADIZ.

FOR CADIZ.—THE AI FAST SAILING American ship **Uncle Joe**, Captain Sewall, is now loading and will have quick dispatch. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. a.

NANTZ.

FOR NANTZ.—THE AI FAST SAILING American bark **Antioch**, Captain Brewster, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. a27

BORDEAUX.

Passenger Only.

FOR BORDEAUX.—THE AI FAST SAILING American ship **Sebastopol**, Capt. Lombard, having all her cargo engaged, will sail for the above port on or about the 1st May. For passage, having superior accommodations for both cabin and steerage passengers, apply on board, Post 47, Fourth District, or to BAXTER, LOVELL & CO. a22

FOR BORDEAUX.—THE VERY LIGHT draught AI American ship **Indian**, Capt. Averill, having nearly all of her cargo engaged, will have immediate dispatch. For freight of corncs and tobacco, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board, Post 68, Fourth District. a14

GLASGOW.

FOR GLASGOW.—PASSAGE ONLY.—The fast sailing American ship **Mary and Adeline**, Capt. White, is now loading for the above port. J. P. WHITNEY & CO., 35 Carondelet street. For passage only, apply to the captain on board. m27

ANTWERP.

FOR ANTWERP.—THE AI AMERICAN bark **Genoveva**, Capt. Nichols, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet st. a27

FOR ANTWERP.—THE AI FAST SAILING light draught American ship **Josephus**, Captain Walton is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board, Post 47, Fourth District. a1

FOR ANTWERP.—THE AI REGULAR American packet ship **John Hancock**, Captain Collin, having nearly all her cargo engaged and going on board, will have dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. For passage, apply on board, Post 39, Third District.

BREMEN.

FOR BREMEN.—THE AI BREMEN SHIP **Telemach**, Capt. Gards, is now loading, and will have very quick dispatch. For freight of tobacco or cotton, apply to BAXTER, LOVELL & CO. For passage, apply on board, Post 55, Fourth District. a20

FOR BREMEN.—THE AI FAST SAILING American ship **Hellespont**, Captain Kennard, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. a27

FOR BREMEN.—THE AI FAST SAILING American ship **Aldenah**, Capt. Burgess, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. a21

FOR BREMEN.—THE AI FAST SAILING American ship **George Burbout**, Capt. Masson, is now loading for the above port, and having nearly all her cargo engaged, will have quick dispatch. For freight apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage apply to the captain on board.

FOR BREMEN.—THE AI FAST SAILING Bremen ship **Magdalene**, Capt. Hanche, is now loading and will have quick dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. For passage, having superior accommodations, inquire on board, Fourth District. a19

MARSEILLES.

FOR MARSEILLES.—THE FAST SAILING American ship **Mary and Adeline**, Captain White, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. a27

Passenger Only.

FOR MARSEILLES.—THE AI FAST SAILING American ship **J. P. Whitney**, Captain Hickey, is now loading for the above port, having all her cargo engaged, and going on board, will have quick dispatch. J. P. WHITNEY & CO., 35 Carondelet street. For passage, having fine accommodations for cabin passengers, apply to the Captain on board, Post 32, Fourth District. a20

FOR MARSEILLES.—THE AI SARDINIAN clipper ship **Colombo**, Capt. Bianchi, having most of her cargo engaged and going on board, will meet with quick dispatch. For remainder of freight or passage, apply to BAXTER, LOVELL & CO.

Passenger only.

FOR MARSEILLES.—THE AI FAST sailing American ship **Doren Prince**, Captain Moody, is now loading for the above port, and will have quick dispatch. J. P. WHITNEY & CO., 35 Carondelet street. a5

GENOA.

Passenger only.

FOR GENOA.—THE AI FAST SAILING American ship **Edward Byron**, Capt. Nell, is now loading for the above port, and having nearly all her cargo on board, will sail positively in next week. For passage only, having superior accommodations for cabin passengers, apply to the Captain on board, Post 61, Fourth District. J. P. WHITNEY & CO., 35 Carondelet street. a30

FOR GENOA.—PASSAGE ONLY.—THE AI fast sailing American ship **Chas. Davenport**, Captain Kelly, is now loading for the above port. For passage only, apply to the Captain on board. J. P. WHITNEY & CO., 35 Carondelet street. a5

FOREIGN PORTS.

HAVRE.

FOR HAVRE.—THE AI FAST SAILING American ship **Anna Decatur**, Capt. Parsons, having most of her cargo engaged will meet with quick dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. 30 Carondelet street. For passage, having superior accommodations, apply on board, Post 35, Third District. my2

Passage Only—Sails on WEDNESDAY, 4th May.

FOR HAVRE.—THE AI VERY FAST sailing regular packet ship **Shawmut**, Captain Hilgrove, will sail as above and can accommodate a few more cabin and steerage passengers. Apply on board, Post 57, Third District, or to BAXTER, LOVELL & CO. a27

FOR HAVRE.—THE AI FAST SAILING American ship **Success**, Child master, is now loading for the above port. For freight apply to J. P. WHITNEY & CO., 30 Carondelet st. For passage, apply to the captain on board. a20

FOR HAVRE.—THE AI LIGHT DRAUGHT American ship **Edward O'Brien**, Capt. Fernandin, is now loading and will have very quick dispatch. For freight of cotton or tobacco, apply to S. JONES & CO., 91 Gravier street. For passage, apply on board, Post 44, Fourth District. a6

FLEETWOOD.

FOR FLEETWOOD.—THE AI BREMEN bark **Everhard Delius**, Capt. Hobhnhls, is now loading. For freight, apply to BAXTER, LOVELL & CO. a1

STOCKHOLM.

FOR GOTHENBORG and STOCKHOLM.—The superior Swedish bark **Charles Petite**, Capt. Petie, having most of her cargo engaged will have quick dispatch. For freight, apply to BAXTER, LOVELL & CO. a14

ROTTERDAM.

FOR ROTTERDAM.—THE AI AMERICAN ship **City of Bath**, Captain Carney, wants 500 bales of cotton to fill up. For freight or dispatch, apply to BAXTER, LOVELL & CO. For passage, having good accommodations for cabin or steerage passengers, apply on board, Post 38, First District. a25

DOMESTIC PORTS.

BRAZOS SANTIAGO.

To sail on THURSDAY, May 5th, at 8 A. M.

FOR GALVESTON and MATAGORDA.—United States Mail Line.—Brazos Santiago Steamship Company.—For Galveston and Matagorda Bay. The superior copper and copper fastened steamship **Chas. Morgan**, John Y. Lawless, commander, will sail as above, carrying the U. S. mails. For freight or passage, having elegant accommodations, apply on board, or to

A steamship of this line will leave every Tuesday and Sunday morning for the above port. my2

To sail on FRIDAY, 6th May, at 8 A. M.

SOUTHERN STEAMSHIP COMPANY.—United States Mail Line—For Brazos Santiago, via Galveston. The superior iron steamship **Arizona**, R. Dunton, commander, will sail as above, carrying the United States mails. For freight or passage, having elegant accommodations, apply on board, or to

A copy of the new Tariff of reduced rates will be furnished to shippers, on application. C. B. PAYNE, 57 Camp street. a28

NEW YORK.

FOR NEW YORK.—THE AI FAST SAILING schooner **C. B. Gardner**, Squires, master, having now nearly all her cargo on board, will have dispatch. For balance of freight, apply to J. H. BASS, 119 Common street. a29

FOR NEW YORK.—THE VERY FAST sailing clipper ship **Golden Eagle**, Capt. Smith, is now loading and will have very quick dispatch. For freight, apply to S. JONES & CO., 91 Gravier street. For passage, apply to the captain on board, Post 22, Second District. a1

FOR NEW YORK.—THE AI AND FAST sailing bark **Golden Era**, Thorndike, is now loading and will have quick dispatch. For balance of freight or passage, apply to J. H. BASS, 119 Common street. m30

FOR NEW YORK, first vessel.—THE A NO. 1 packet ship **F. H. Bishop**, Jenkins st Post 28, Second District, having nearly all her cargo on board, wants the bulk of 300 barrels to complete her cargo. Apply to GEO. W. HYNSON & CO., f26 82 Camp street.

CHARLESTON.

FOR CHARLESTON.—THE VERY FAST sailing regular packet schooner **H. Pinney**, Capt. Gossman, is now loading, and will have quick dispatch. For freight, apply to S. JONES & CO., 91 Gravier street. Agents in Charleston, Messrs. Holmes & Stoney. a6

BOSTON.

FOR BOSTON.—THE AI FAST SAILING ship **Orozimbo**, Capt. Foster, now loading for the above port, and having most of her cargo engaged and going on board, will have quick dispatch. For balance of freight of cotton, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board, Post 38, Fourth District. a20

FOR BOSTON.—THE VERY FAST SAILING AI schooner **H. P. Storey**, Bergeron, master, having a large part of her cargo engaged, will sail in a few days. For freight of flour only, apply to S. JONES & CO., 91 Gravier street. a11

FOR BOSTON.—DISPATCH LINE.—THE AI very fast sailing schooner **Chas. Shepherd**, master, is now loading and will sail in a few days. For freight of flour and pork apply to S. JONES & CO., 91 Gravier street. For passage apply on board, post 28, Second District. a5

FOR BOSTON.—DISPATCH LINE.—THE AI very fast sailing regular packet ship **Venice**, Whitmore, master, having a portion of her cargo engaged and sailing of small tonnage and very light draught, will meet no detent on at the Bar. For freight of flour and cotton only, apply to S. JONES & CO., 91 Gravier street. a2

FOR BOSTON.—REGULAR LINE of PACKETS.—The AI new packet bark **Atlas**, Bartlett master, having most of her cargo engaged will have quick dispatch. For balance of freight, apply to GEO. W. HYNSON & CO., m29 82 Camp street.

PHILADELPHIA.

FOR PHILADELPHIA.—REGULAR Line of Packets.—The AI fast-sailing packet bark **J. R. Davis**, Hand master, having most of her cargo engaged will have dispatch. For balance of freight, apply to GEO. W. HYNSON & CO., 82 Camp street. For passage, having superior accommodations in both cabin and steerage, apply on board at Post 19 King District. a22

BALTIMORE.

FOR BALTIMORE.—REGULAR LINE.—The fine, fast sailing schooner **H. W. Fry**, Capt. Marshall, having most of her cargo engaged, will have quick dispatch. For balance of freight, apply on board at Lower Pleasure Tier, or to G. W. HYNSON & CO. f15 82 Camp street.

FOR BALTIMORE.—REGULAR LINE Packets.—The fine clipper schooner **W. L. Morgan**, Carmichael, master, having all her cargo engaged, will have dispatch. For balance of freight, apply to GEO. W. HYNSON & CO., f26 82 Camp street.

HOME MUTUAL INSURANCE COMPANY OF NEW ORLEANS.

OFFICE—No. 78 CAMP STREET.

Amount of Premiums for the year ending 31st December, 1858	$609,125 97
Profits for the year	416,052 22
Assets on 31st December, 1858	1,589,786 42

The Trustees have declared a Scrip Dividend of SEVENTY PER CENT, after paying SIX PER CENT, interest on all the outstanding Scrip, and redeem in cash all Scrip issued, excepting 1856 and 1857.

Interest and redeemable Scrips payable in cash on and after the 7th February, 1859.

New Orleans, January 6, 1859.

ALEXANDER BROTHER, President.
JAMES H. WHITNEY, Secretary.
j16 2m

NOTICE. **NOTICE.**

The undersigned has disposed of all his right, title and interest in the business known as "DORR'S SOUTHERN ADVERTISING AND COLLECTING AGENCY" to the firm of A. B. STRAWBRIDGE & CO., who will continue it as heretofore. J. W. DORR.

New Orleans, December 11, 1858.

SOUTHERN ADVERTISING AND COLLECTING AGENCY.

Having by purchase succeeded to the sole control of the best rates of "Dorr's Southern Advertising and Collecting Agency," it will be continued by the undersigned—by and with the concurrence of our publishing principals.

A. B. STRAWBRIDGE & CO.

Office, 12½ Commercial Place.
New Orleans, December 20, 1858. d22 1f

J. S. SIMONDS. **SIMONDS & HITE,** GEO. D. HITE.
No. 10 Canal street, No. 9 Crozatier street and No. 4 New Levee street,

Copper, Tin and Sheet Iron Workers,

Steam Founders and Finishers, and Manufacturers of Steam Boilers, Distilling and Engineering Gear, Filterers, Juice Pans Chimneys and Breaching, Steamboat and Plantation Blacksmithing.

—Also—

GENERAL DEALERS IN HARDWARE, SHIP CHANDLERY AND STOVES.

Planters, Merchants and Steamboatmen will find it to their advantage to give us a call before purchasing or contracting elsewhere. my16 1y

THE UNDERSIGNED HAVE ALWAYS on hand a full supply of G. H. Mumm & Co's celebrated CHAMPAGNE WINES,

ROYAL ROSE,
CABINET, and
VERZENAY.

Also, a large assortment of Cross & Blackwell's BORDEAUX WINES, in cases and casks, at various prices.

They also have a fine assortment of SHERRYS, SPARKLING BURGUNDY, PORT, and a small invoice of Allsop's PALE ALE.

A liberal discount allowed to the trade.

WM. MURE & QUENTELL,
Agents for G. H. Mumm & Co., Reims, and
Cross & Blackwell, Bordeaux,
m21 Mo2 Nos. 12 Gravier and 35 Carondelet st.

GREAT BARGAINS—GREAT BARGAINS

FORTY PER CENT. DEDUCTION.

G. Dupuy,

No. 61 ROYAL STREET, between Conti and Bienville streets, New Orleans.

Just open, an extensive assortment of French and German LOOKING GLASSES, Gilt Frames and Imitation do.; Gros mesh and Plain Wood do.; a new style for Glasses, Portraits, Engravings, Photographs, etc.

His superior and splendid stock is offered at forty per cent. less the last year, and twenty per cent. below the lowest market prices.

N. B.—Every article is guaranteed, and the choice Looking Glasses with double bevels. The above considerable deduction is owing to the discount allowed and the decline in glasses (Gilding guaranteed for ten years.

An immense Gallery of Paintings, Engravings and Lithographs by the greatest masters, is exhibited for sale at a considerable reduction.

A large variety of Tassels, Plat, Clasps, etc.

PARIET AND ARBOUTYE GLASSES.

FOR SALE—A case of Stereoscopic Views, excessively low, to close consignment.

Paintings Renovated. m13 6m

CAPT. J. K. DUNCAN. WM. F. DUNCAN. S. L. JAMES.

CIVIL ENGINEERING.—J. K. DUNCAN & CO., Civil Engineers, Surveyors, Architects and Superintendents, Nos. 131 COMMON STREET, and 24½ CARONDELET STREET, f24 1y

New Orleans Daily Crescent.

MONDAY MORNING, MAY 2, 1859.

New Orleans Money Market,

CRESCENT OFFICE, No. 70 Camp street, Saturday Night, April 30, 1859.

The month closing this night has been attended with large transactions in general business. In no month of April on record have they been exceeded in our city. Cotton, sugar, the Western productions, the general wholesale and jobbing business, have all partaken of the general activity, and exchange—the fulcrum of the mighty commerce of our city—has also largely partaken of the movements. During the month, semi-weekly, we have received conflicting advices of the disturbed state of European affairs. Very little deviation has occurred from those accounts. The intelligence received the present week has, however, been attended with divers surmises and reports of the war feeling on the continent, but the course of trade has not been changed. The advance in the season, and the period of the year having arrived when many large operators usually wind up preparatory to the annual begins. This week now closing forms no exception to the general course heretofore pursued.

Notwithstanding the very strong war reports received during the week, the prices of our great staple have been, are, and will be well maintained. The sales of cotton for the week have been 28,000 bales, which will do exceedingly well for the reduced stock, and are double the receipts. The transactions in tobacco, though not large, show no diminution in the demand, the average price being from 7@8—that is, the lowest kinds 5½, the best 9½c. In sugar and molasses the trade has been good, and at good prices, while we might go through the long list of Western and other productions, reiterating good results, unaffected by war alarms.

Our transient population, or thousands of it, are leaving by every conveyance, which has been the cause of a decline in the local and retail trade. The decline in this branch of business is no greater than usual at this season of the year, yet we begin to hear the same old tune daily, dull times, nothing doing, while there are more goods sold than at the same time last year. There has been some sales among the jobbers in dry goods, hardware, and the grocers cannot complain. The clothing and other concomitant branches of trade find more or less business daily; even the wholesale dealers in drugs and medicines are making good sales. As for the carriage sellers, they have done an immense business this season. Some of them have sold out their stock three or four times. The planters have bought and paid for more carriages and vehicles than ever before in one year. It would form an interesting table of statistics for record to learn the amount of money disbursed in New Orleans this season for manufactures from Northern States. We hope the South will always be in a position to support Northern mechanics and artisans, laborers and workshops, and keep them from starvation. At the same time, not overlook the fact that we have workshops and mechanics within our own borders who at least ought to receive a large share of the support and custom yearly dispensed with those who are decidedly averse and hostile to the well-being and general welfare of the great South.

The Money market for the week has been well supplied—most every kind and grade of mortgage and commercial securities find purchasers at rates from 7 up to 15 ⅌ct. ⅌annum. A good many citizens are preparing to leave, and feel disposed to yield in favor of money leaders. A good deal of paper passes daily in the way of trading for Northern funds for remittance; others desire to anticipate to go and see what is to be seen in Europe as well as the North; others are going to the head waters of the great Mississippi, far beyond the Falls of St. Anthony, which were the limits of travel upwards some years ago for tourists and travelers. Traveling this year is not confined to those of wealth and retired from business, but appears to be universal and among all classes; even some of the hard working draymen of the Crescent City, intend to go to New York and embark in the great Ocean steamers for Europe; in fine, Southern denizens, or those hailing from the Southwest, and many ambitious of hailing from Louisiana will be numerous, and will show off well at the various resorts in the United States and Europe. These several preparations and intents for traveling and seeking pleasure, so termed, will require considerable money, which, however, can be readily realized. We look for a continuance for cheap money in our market through the entire season, as all the surplus on hand cannot be taken away.

The bank returns for the week show an increase in loans and discounts, which is not caused by any increase in business, as that is on the decline, but is attributed to the closing up of many traders, as alluded to above.

The changes in the active movements for the week are a decrease in each and all items as follows:

A decrease in specie of	$57,821
A decrease in circulation of	17,455
A decrease in deposits proper of	1,748
A decrease in short loans of	361,446
A decrease in exchange of	67,739
A decrease in distant balances	519,241
A decrease in aggregate deposits of	477,021
The variations in long and short loans is as follows:	
A decrease in long loans of	79,173

The following figures show the variation for the corresponding week last year:

An increase in specie	$6,157
An increase in circulation	177,485
A decrease in deposits of	112,280
A decrease in short loans	172,629
A decrease in exchange	467,266
A decrease in distant balances	216,141
An increase in long and short loans of	116,284

The law passed at the last session of the Legislature regarding the settlement of exchanges and balances between the different banks went into operation to-day. It acted like a charm among the banks, though some bank officers and clerks did not understand the workings, they will comprehend its requirements and appreciate its benefits after two or three weeks, and thank the projectors of the measure for the same. The public at large is also more or less interested, as the settling day between the banks falling on Saturday, the same day of the closing up the week's business, and the general departure of steamboats, as well as being a day of regular departure by the railroads, has caused and will hereafter cause in the active season an immense press of business at the counters of the several banks; therefore, the law will be more fully appreciated as its merits are exhibited in its progress; answering all the purposes of a Clearing-House, and in one important point allows bank clerks to give more attention to the ordinary business with their patrons. For two or three years past on Saturday the counters and desks of the paying and receiving tellers of the banks have been so crowded with the boxes and bags of coin and attendants that patrons and customers having ordinary business with the bank have been obliged to put up with more or less detention. This is now in a great measure obviated by the new arrangement; moreover, it will give bank officers and clerks an opportunity to close up early on Saturday and take a jaunt out of town on the evening thereof, as many will require during the summer. While alluding to the settlements of the banks