



THE COURIER,
PUBLISHED ON SATURDAY BY
JOEL H. SANDOZ & ANDREW MEYNIER.

Opelousas
SATURDAY, 19th FEBRUARY, 1853.

Those of our subscribers who do not receive the Courier regularly, and those who remove from one place to another, will confer a favor by informing us of the fact.

ANOTHER CANDIDATE.—In another column of our paper, under the head of "Candidates," our readers will see that another candidate is before them for the Supreme Bench.

We have received from Mr. and Mrs. Joseph M. Moore, a fine and sparkling bottle of Champagne. We wish the happy couple long life and prosperity.

The Last Sunday's Race.

The sporting community of ours and the adjacent parishes was delighted on the 13th inst., by the much talked of and never to be forgotten half mile race between Lastrapes' filly and Johnson's sorrel horse, which came off on Pitre's Course, near this village.

In the minds of the knowing ones the result was settled some days previous to the race, and if we mistake not a few of the foresaid "Genies" were taken in to the extent of a foot, a foot and a half or two feet, for which no doubt the old Dutch Fortune Teller has her due share of the antipodes of blessings. The morning was unpromising, as the sky was overcast with somber clouds and the south wind threatened an undue supply of the aquatic fluid, but before the hour of starting, the sun presented his welcome "Piziz" and all went "Merry as a marriage bell."

Both track and horses were in good order and the nags got off well together, the mare having the track and about half a length the start, which she increased slightly until near the quarter stretch, when the horse closing in gave her a sharp brush for a few seconds. But, unfortunately for the Dutch woman's reputation for veracity and the pockets of the squire's backers, the horse lacked the speed, the wind, or both, and lost the race, the filly coming in about 28 feet ahead.

The horse ran again during the day against a nag belonging to Mr. Rider, but a second time was defeated, and as there is no shelf in this parish, large enough to lay him on, we understand the owner intends sending him up Salt River by the first conveyance.

Various scrub races came off and one foot race between two elastic individuals, excited considerable interest, although "to a man up a tree" it looked very much as though the Creole stallion was throwing off.

The gathering on the track was large and some "smiling" was done on hot whiskey and some gumbo, manufactured from antiquated ducks, was consumed, but as no complaints were entered either against the whiskey or gumbo, we presume all had a "good time."

Opelousas Prices Current.

Not doubting that the following carefully compiled table of Opelousas Prices Current, collected at immense expense and trouble, by our "Town Items" will be appreciated, we hasten to lay it before our readers:

Wheat, No. 1	10 1/2
Do, No. 2	10 1/4
Do, No. 3	10 1/8
Do, No. 4	10 1/4
Do, No. 5	10 1/8
Do, No. 6	10 1/4
Do, No. 7	10 1/8
Do, No. 8	10 1/4
Do, No. 9	10 1/8
Do, No. 10	10 1/4
Do, No. 11	10 1/8
Do, No. 12	10 1/4
Do, No. 13	10 1/8
Do, No. 14	10 1/4
Do, No. 15	10 1/8
Do, No. 16	10 1/4
Do, No. 17	10 1/8
Do, No. 18	10 1/4
Do, No. 19	10 1/8
Do, No. 20	10 1/4
Do, No. 21	10 1/8
Do, No. 22	10 1/4
Do, No. 23	10 1/8
Do, No. 24	10 1/4
Do, No. 25	10 1/8
Do, No. 26	10 1/4
Do, No. 27	10 1/8
Do, No. 28	10 1/4
Do, No. 29	10 1/8
Do, No. 30	10 1/4
Do, No. 31	10 1/8
Do, No. 32	10 1/4
Do, No. 33	10 1/8
Do, No. 34	10 1/4
Do, No. 35	10 1/8
Do, No. 36	10 1/4
Do, No. 37	10 1/8
Do, No. 38	10 1/4
Do, No. 39	10 1/8
Do, No. 40	10 1/4
Do, No. 41	10 1/8
Do, No. 42	10 1/4
Do, No. 43	10 1/8
Do, No. 44	10 1/4
Do, No. 45	10 1/8
Do, No. 46	10 1/4
Do, No. 47	10 1/8
Do, No. 48	10 1/4
Do, No. 49	10 1/8
Do, No. 50	10 1/4

The sales in this article have been unusually large with an increasing demand.

Our Stock Market presents its accustomed aspect of lethargy. A few doctor's bills have been paid by giving 1-10 U.S. and store accounts are exchanged for debts on the Parish or next crop.

Don't forget BRYAN'S PULMONIC WAFERS if you have a cough, hoarseness, and wish to enjoy a perfect freedom from it in ten minutes, nor the place to get them. They cost only 25 cents. See advertisement.

Beware from the NOK.—To prevent the above there are several methods, viz applying alcohol steeped in lime, which is a most energetic styptic, or by inserting cotton wool rolled up, which would be put into the nostril until it is well filled, or it may be, however, by tightly rolled, or the blood cannot penetrate the interstices, nor too loosely, or it will do so too easily, and the hemorrhage will continue.—Scientific American.

SUGAR CAKE.—Half a pound of butter, half a pound of sugar, one pound of flour, three eggs, milk enough to form a dough. Beat the butter and sugar together. Work the eggs light and add them, then stir in the milk and flour alternately, so as to form a dough. Roll it out, cut it in cakes, and bake them in a moderate oven.

FIRST ANNUAL REPORT.

OF THE PRESIDENT AND DIRECTORS OF THE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAIL ROAD COMPANY.

To the Stockholders of New Orleans, Opelousas and Great Western Rail Road Company.

GENTLEMEN:—Under the provisions of the fourth article of the Charter of this Company, the Board of Directors are required to lay before you at the annual meeting in January of each year, a detailed report of the past year's operations, and the financial condition of the Company.

In April last, this corporation was constituted with a capital of three millions of dollars, for the purpose, as expressed in the charter, of constructing a Rail Road from Algiers on the opposite bank of the Mississippi River from New-Orleans, westward near Thibodeaux, across Berwick's Bay to Washington in the Parish of St. Landry, thence to a point on the Sabine River, most favorably situated for connecting said Road through the State of Texas to El Paso on the Rio Grande, and thence to the Pacific Ocean. The road to be made on such a scale as to serve for the main trunk of railway between New Orleans and the Pacific States.

The amount of capital was first with reference to the probable cost of the road through this state to its western boundary to be increased subsequently as the extension of the road beyond that limit, or other contingencies might demand.

This enterprise the first in magnitude and importance of this city, and State, for more than twenty months under the auspices of organized committees of its early friends, had been posted and promoted. Through their efforts, money was obtained from the respective municipalities of New Orleans, from several of the parishes, along the proposed route, and from public spirited citizens, adequate to defray the expenses of preliminary surveys, required to determine the practicability of the proposed route from this terminus to Berwick's Bay, and for other contingencies.

The explorations and surveys thus obtained, proved the entire feasibility of the project, and inspired with a degree of public confidence in it, that the formation of the company, and the opening of the Stock was taken more than double that required by the charter as a preliminary to the election of Directors.

In May, this Board were elected, and their unanimous choice for President fell upon the late lamented Christopher Adams, Jr. The death of Mr. Adams shortly after created a vacancy which was temporarily filled by Mr. Norton, to whom the Board take this occasion to acknowledge their grateful obligations, not only for his disinterested acceptance of the trust at a period of much responsibility, but for the able and systematic manner in which he discharged his duties.

At this period there were unmistakable evidences that a controlling popular feeling had become aroused in favor of the Railway communications already projected.

This city had evidently come in the history of this State. It could no longer be distinguished from the other cities and States were regarded in the march of improvement compared with their neighbors.

While the city, relying in fancied security upon the advantages of her commanding natural position was daily losing her commerce and trade through the energy of her more enterprising rivals, the great agricultural districts of the State, measurably isolated, remained ingloriously content with the precarious, difficult and hazardous means of travel and transportation afforded by a long and intricate interior navigation. Both interests at length were awakened by the imperious necessity for prompt and energetic action.

The two great trunk Roads, the Western and the Northern had attached to their respective standard men of devoted zeal and untiring energy, who by their characters and efforts inspired confidence at home and abroad in the successful accomplishment of the enterprise to which they had so zealously devoted themselves for the public good.

The Convention of the friends of the Northern road in May, and of the western road in June, 1851, and the Great South-western Convention in January, 1852, composed of delegates from all the Southern States—Men, distinguished for ability and usefulness at home, gave irresistible impulse to the popular feeling in favor of these similar works.

The Legislature at their session, immediately succeeding, reflecting the opinions and in compliance with the well understood wishes of the people, made all the legislation in favor, and for the promotion of such enterprises allowable under the then existing constitution.—By enacting laws for the organization of corporations for works of public improvement and utility—for the expropriation of lands for Rail Roads and like works,—for the subscription by the parishes and municipal corporations of the State to the stocks of companies for the purpose of improvement—for the payment and disposal of stock so subscribed, and lastly, for taking the sense of the people on the expediency of calling a Convention to change the organic law, so as to reserve to the State, to adopt for the future a less restrictive policy in regard to works of general utility and advantage.

This latter proposition was submitted to the vote of the qualified electors of the State, and decided affirmatively. Delegates were elected, the Convention met and formed the present Constitution of 1852, which has since been ratified by a large vote.

The Constitution of 1852, deemed by the Legislature the power to pledge the faith of the State for the payment of any contracts or obligations for the benefit of any person, corporation or body politic, limited the amount of debt to be contracted by the State to \$10,000,000—except in cases of war, invasion or insurrection, unless in the manner creating the debt, the ways and means for its payment, and the terms of such contracts or obligations, are provided, and not then, until the next Legislature returned by a general election shall have re-elected it—and enabled the State from subscribing to the stock of any corporation or joint stock company, and the creation of corporation by special laws, except for political or municipal purposes, and limited the tenure of all corporations constituted under general laws (except those enumerated in the preceding exception) to twenty-five years.

These restrictions, bearing upon enterprises of this description—for we have only reference to them—were subjected to radical changes by the present Constitution. Among the recognized powers of the Legislature by that instrument is that of granting the aid of the State, exclusively to works of public improvement to the extent of one-fifth of the capital of the corporation organized for such purposes, by subscriptions of stock, loan of money, or public bonds, under the limitations that the grant of such aid by the State shall only be available in the proportion of the capital actually paid in by the stockholders, and in case of loan, adequate security to be given—that the amount of such indebtedness shall never at any one time exceed the sum of eight millions of dollars.

This series of popular movements and legislative action is referred to as indicating, in the judgment of the Board, a settled policy in reference to this subject, and it is hoped and believed, not only by this Board, but by other and higher interest to be benefited and developed by it, composed of almost the entire population of Western Louisiana that the approaching Legislature, to whom the important duty of carrying out the provisions of the constitution are allotted will foster and sustain the efforts of the people towards the accomplishment of these valuable lines of road, projected and in course of construction.

The popular estimate of the importance and value of this road to New Orleans, and to the rich and productive portion of the State, to be traversed by it, is clearly shown by the character and amount of subscriptions to its capital stock. The private subscriptions thus far amounted to seven hundred and fifty-nine thousand, eight hundred and thirty-five dollars, and, under the act of the Legislature already referred to for subscriptions by corporations and parishes, (a copy of which is appended to this report) the State has subscribed six hundred thousand dollars, to one million five hundred thousand dollars, commencing on the third Monday of June next, a tax of two per cent was levied on all its landed estates, one third of one per cent annually.

Subsequently, the following parishes along the line of the road, through their respective Police Juris, also subscribed to the stock of the Company, as follows:—and levied a tax upon their landed property to meet those subscriptions. Parish of Orleans, right bank of Mississippi River, three thousand shares, equal to seventy-five thousand dollars. Tax, five per cent, one per cent payable annually, commencing January 1853.

Parish of St. Mary, six thousand two hundred and sixty-four shares. Equal to one hundred and fifty-three thousand six hundred dollars. Tax, three per cent, one per cent payable annually for six years, commencing 1st June, 1853.

Parish of St. Martin, four thousand one hundred and fifty-one shares; equal to one hundred and thirty-seven thousand seven hundred and seventy-five dollars. Tax, five per cent, one per cent payable annually for five years, commencing 1st June, 1853.

Parish of St. Landry, four thousand two hundred and twenty-five shares. Tax, five per cent, one per cent payable annually, commencing 1st June, 1853.

Parish of Natchitoches, ten thousand shares, equal to two hundred and fifty thousand dollars. Tax, seven and one-half per cent, three and a half per cent payable annually, commencing 1st June, 1853.

The aggregate tax stock subscriptions, amounting to the sum of Two millions, two hundred and thirty-four thousand four hundred dollars, were submitted according to law, to the vote of the qualified electors, in those different localities, and by them were approved and ratified, generally by large and commanding majorities.

It may be observed in this connection that this tax stock is levied upon and secured by landed property of the value of nearly one hundred millions of dollars, as estimated for the ordinary purposes of State and Parish Taxation. In all enterprises of this kind, the object of which is to develop large agricultural districts of country, the necessity and importance of which, to those interests are manifest, no better system of raising Stock can be resorted to, than voluntary assessments upon the landed property, which is immediately and directly enhanced in value. It carries with it equality and uniformity, levies no restrictions, and is completed in the ratio of its estimation. It is subscribed by the representatives of the people, and is sanctioned and ratified by the tax-payers themselves, who are to be beneficiaries of such improvements, and entitled as stockholders to their proportion of the eventual dividend.

An entire line of road thus traversing an extent of country, whose inhabitants are in right of their stock joint proprietors, must rest for its success and fortune upon influences superior and more reliable than any other safeguard or guarantee that can be thrown around it.

The aggregate tax stock added to the private subscriptions already referred to, which is subject, however, to reductions under the 13th Article of the Charter, (believed to be inconceivable), make the sum of Two millions nine hundred and ninety-four thousand two hundred and thirty-five dollars, subscribed to the stock of the Company, less its capital, \$5,000,000.

In addition, the Company have prospectively the Tax stock subscription of the Parish of De Soto, recently voted of \$100,000, with its private subscription of \$33,225, and the offer by its citizens of an increase of subscription to the sum of \$200,000, conditioned, that the road be located and constructed through that parish.

We have also tendered to us \$74,000 by the western portion of the Parish of Avoyelles upon the like condition, that the road run up their territory a distance of about seven miles along the valley of the Bayou Beaufort.

The Board have, exclusive of the five per cent, payable by private stock subscribers at the time of subscription, made three calls of ten per cent each upon those subscribers, matured on the 23d of October, 4th December, and 4th January last, (inst.) From those sources the sum of one hundred and eighty-eight thousand eight hundred and thirty-five dollars and eighty-eight cents, have been paid in to this date.

From the promptness exhibited thus far in meeting those calls, the Board confidently rely upon the entire amount of the calls being paid in at a very early date.

upon that article alone, make a difference in the cost of the road from this to Washington, 133 miles, of nearly eight hundred thousand dollars. Our former estimate of the cost of the road, therefore, and hence it will be incumbent on the Company, in reference to the extension of the road to the limits of the State of Texas, to augment its capital, so as to meet the additional cost of construction.

The line of road located, and indicated for location to Washington, has only a deflection of nine per cent from an air line, and most of this curvature occurs in that portion between this terminus and Berwick's Bay, unavoidable from the large extent of sea marsh which lay in a more direct route, and which the Board, in determining the location, deemed most prudent to avoid.

This line of trunk road to the parallel of longitude on the Western boundary of this State, where it is contemplated to make its western crossing at the State of Texas to a point on the Rio del Norte, most favorable for its extension along the limits of the United States, crosses the Continent, traverses and develops a territory within this State, of about twelve millions of acres, the larger portion of which is unpeopled, and untilled. It passes through nearly three degrees of latitude, and over four distinct geological formations. The first is the Delta proper of the Mississippi river, a distance of eighty-one miles to Berwick's Bay. It is exclusively a country growing region, producing in 1851, a crop of fifty-eight thousand five hundred and eighty-four hogsheads of sugar, and four million two hundred thousand gallons of molasses.

The second district beginning on the Western side of Berwick's Bay, which may be regarded as an estuary of the Gulf, is the commencement of that belt of Prairie which skirts the gulf coast westward to the Rio Grande, and ranging from ten to thirty miles in width.

The Parishes within which it is embraced, and through which the road runs to Washington in the Parish of St. Landry, produce both Cotton and Sugar, and annually export to this city about forty thousand head of cattle. Their crop of Sugar in 1851 was forty thousand gallons of Molasses.

The third division from Washington, the point of intersection with the valley of Red River embraces the entire alluvial to the village of Natchitoches, a section of country unsurpassed for its adaptation to the production of both Sugar and Cotton.

The crops of Sugar of Avoyelles and Rapides in 1851, which had but recently and partially entered into its culture was thirteen thousand five hundred and eighty gallons of Sugar, and nine hundred and fifty thousand gallons of Molasses. The Cotton crop of the same Parishes and of Natchitoches may be estimated at fifty thousand bales. The fourth division embraces the table lands between the Red River and Sabine, and is composed of the Parishes of Sabine, De Soto and Caldo, the crops of which may be estimated at the amount of 100,000 bales of Cotton. A comparison of the crop of Sugar and Molasses in 1851, produced in the Parishes traversed by this road, amounting to one hundred and twelve thousand and eighty-four hogsheads, and seven million one hundred and twelve thousand nine hundred and eighty gallons of molasses, with that made in the balance of the State, it will be perceived that the difference in favor of the latter is but small—although that culture has been but partially gone into in the parishes of St. Martin, Vermillion, Lafayette, St. Landry, Avoyelles and Rapides, whose capacity for increased production is immense.

The second district, which is a country which, notwithstanding its remarkable fertility, has received comparatively little accession for its population from the vast tide of emigration that, fifty years, has been setting westward, and such must be its destiny, if we continue to rely upon our precarious and intricate interior navigation.

The line of road, extending the year round 92 degrees, either on this or the opposite side of the Sabine River, as may be hereafter determined upon, running westwardly upon that parallel, is represented as passing through the most fertile and magnificent portion of the State of Texas, adapted for the production of both cotton and grain, and offering no obstacle in its general surface to the construction of a Road. It is but partially populated and requires only the facilities of Rail Way access and communication to render it both wealthy and populous. A liberal policy on the part of that State, which we confidently anticipate, to this or like enterprises, will make her, as she is justly entitled to be, the Empire State of the South. The distance across her territory to the Rio Grande, allowing for probable deflections, is estimated at seven hundred miles, and to San Diego 693 miles, making the entire distance from New Orleans to the Pacific Ocean, 1747 miles.

The latter portion of the route from reliable sources information, may be regarded as presenting no great physical difficulties whatever, even less, it is said, than are to be met with upon most of the Rail Roads already constructed in the United States.

Col. Graham of the Topographical Engineers, in his report to that Bureau, says:—"In crossing the Sierra Madre, no difficulties are presented. It is done by a rise so gradual, that we were not admonished by the fall of the Mercurial in the barometer; we should be unconscious of its elevation, from five to six. This road is above the level of the sea. The climate along the whole belt of country traversed, is particularly favorable to such enterprise. It is open all the year round. There are no frosts to upheave the foundations of such a road, and to disadjust its superstructure. No deep snows remaining for months, to obstruct a passage."

There can be no question, we think, that other routes can compare with this in any of the main facilities, for such a work either in general grade, distance from ocean to ocean, climate, or cost of construction. We regret our inability on this occasion, to lay before the Stockholders a more comprehensive description of the country, by means of the proposed line of road, beyond the limits of our own State. It is comparatively new, and imperfectly known except in its general features and character. We may, should a more satisfactory knowledge of the route be obtained, make it the subject of a supplemental report.

By the 13th section of the Charter, the project of a branch from the trunk of this Road through the North Western Parishes of the State to the Northern Boundary of the State of Arkansas is contemplated.

The capital and enterprises of the North and East, have by means of Rail Roads and canals, been so much of the commerce of the Mississippi Valley, which by natural position was ours, and an extraordinary effort is required on our part to arrest the ebullition of, or to obtain compensation for its loss by the fruits of new enterprises in the West.

St. Louis is the why, the what, the how, the when and public spirit of its citizens, have originated the project of the Rail Road scarcely less important to the commercial and industrial advancement of this seaport emporium than the great trunk road we have already commenced.

The Mississippi Valley Rail Road connecting New Orleans with St. Louis and Minnesota, will become a necessity as manifest as any of the great thoroughfares now finished. From New Orleans to Alexandria, the line would be in the track of the great Western trunk, and for some years would use the same track we have commenced. The construction of the Road to this point is very easy, without grades, and with the exception of the Letourneux and Berwick's Bay, comparatively without bridges.

From Alexandria northward, the line must diverge. The topography of the country as well as its population and productions, point out the route up the valley of the Ouachita as the most direct and preferable within the State of Louisiana. The census returns of 1850 will show the superior character of this route.

It would traverse the Parishes of Rapides, Winn, Caldwell, Ouachita and Morehouse, securing the entire contributions of Jackson and Union, and a large portion of that of Catahoula, Franklin and Claiborne Parishes.

Population. Cotton. Corn. Rapides, 16,561 22,174 536,182 Caldwell, 7,131 2,784 31,450 Union, 2,815 2,537 56,500 Jackson, 5,566 1,533 32,065 Franklin, 5,566 1,533 32,065 Ouachita, 5,008 7,778 135,005 Winn, 13,700 5,760 174,850 Morehouse, 2,012 4,464 128,830 Claiborne, 3,175 2,250 100,000

By the construction of this branch, from Alexandria to the Southern boundary of Arkansas, a distance of one hundred and twenty miles, where it will be met by the line of the Road from St. Louis and the North. You will have extended to almost the interior of Louisiana west of the Mississippi, the advantages of Rail Way communication with their market. Already has the State of Missouri

projected and commenced South, to the Iron Mountain, a distance of about forty miles, and North from St. Charles to her Northern boundary a distance of two hundred and thirty miles, a line of Road of two hundred and thirty miles, will form an important part of that magnificent national project of opening and establishing commercial and social intercourse between the inhabitants of the extreme Northern and Southern States and Territories of this great Confederacy.

Missouri, which like Louisiana, late in commencing her Rail Roads, is yet in advance of us in the great Mississippi Valley Road. Their travel and their trade belonging naturally to our seaport, we can by an early and energetic movement, seconded as we are by that State and Arkansas, permanently command and secure that vast Territory with its varied and incalculable productions.

When we reach from the Gulf of Mexico to Minnesota, uniting those now distant extremes of the great West with the Iron bands that will then link together, we shall bring the productions and luxuries of 18 degrees of latitude within forty hours of each other, rendering climate productions and giving increased impulse to the success of longitudinal Rail Ways.

This branch of our Road from the Northern boundary of Louisiana, through the States of Arkansas, Missouri, Iowa and Minnesota, which unquestionably possess the energy and means to accomplish their portion of the works irrespective of other considerations is socially and politically national in its character, and eminently calculated to harmonize all sectional prejudices, and it may be to invite in favor of the great Southern Route to the Pacific, all antagonistic and conflicting interests.

By Order of the Board.
J. H. OVERTON, President.
January 24th, 1853.

Married.—At Bellevue, in this parish, on Thursday the 17th instant, by B. A. Martel Esq., MR. JOHN M. MILSTED to Miss SCOTLAND CHACHERE, both of this parish.

DIED.—At Bayou Chicout, in this parish, on the 12th instant, MR. ISAAC GRIFFITH, aged about 55 years.

CANDIDATES.

Supreme Judges.
We are authorized to announce Mr. Isaac Johnson, as a candidate for the office of Associate Judge of the Supreme Court for the Third District.
19th February 1853.

We are authorized to announce Mr. Thomas J. Cooley, of the Parish of Pointe Coupee, as a candidate for the office of Associate Judge of the Supreme Court for the Third District.
22d January 1853.

Messrs. Editors, Please announce that the Hon. Edward Simon, of St. Martin, late of the Supreme Bench, will be supported as a candidate for Associate Justice of the Supreme Court, by The Bar and People.
September 11th, 1852.

Messrs. Editors, Please announce that in the event of the adoption of the New Constitution, Mr. Thomas H. Lewis, of St. Landry, will be supported as a candidate for Associate Justice of the Supreme Court, by The People.
September 11th, 1852.

Messrs. Editors, In the event of the adoption of the Constitution now submitted to the approval of the people of this State, we beg to suggest the name of the Hon. C. Voorhes, of St. Martin, as a candidate for Associate Justice of the Supreme Court.
Several members of the Bar.
September 11th, 1852.

Town Constable.
We are authorized to announce Mr. Hilaire Dessertsart as a candidate for the office of Town Constable, at the next April election.
11th Dec. 1852.

We are authorized to announce Mr. James D. Israel as a candidate for the office of Town Constable, at the next April election.
11th Dec. 1852.

PUBLIC SALE.

By the undersigned, a Public Auctioneer, in and for the Parish of St. Landry.
THE public are hereby informed that there will be sold, at public sale, to the last and highest bidder, by the undersigned, at the last residence of the late Ely Harman, at Plaquemine Brulee, about 30 miles from Opelousas,
On Saturday, the 26th March 1853,
all the property hereinafter described, belonging to the Estate in community between Martha McLeod and her children, the issue of her marriage with Ely Harman, her deceased husband, to wit:
A Negro-Man,
named Sam, aged about 33 years.
Thirty-nine head of Wild Horned Cattle,
25 head of Gentle horned Cattle,
2 pairs of Work Oxen, 10 head of Mares, 12 Horses, 40 heads of Hogs, 35 heads of Sheep, one lot of Blacksmith's Tools, one wagon and harness, one clock, one armor, one cupboard, one table, one pirogue, one log-house, four yokes, one harrow, one branding mark.
Conditions.—\$150 on the price of purchase of the negro-man payable cash, and the balance of the property payable at one, two and three years credit, beginning on the day of sale. Purchasers furnishing good and sufficient security in solid; and the negro-man remaining specially hypothecated until full and entire payment of the purchase money.
R. BENGUEREL, Auctioneer.
Opelousas, 19th February 1853.

Bryan's Pulmonic Wafers, THE MOST EFFECTUAL REMEDY FOR COUGHS, COLDS, ASTHMA, BRONCHITIS, CONSUMPTION, &c.
There is not a fact stated with respect to the powers of this invaluable remedy, which is not fully established in every class of cases for which it is recommended, by a mass of evidence which must carry conviction to the most skeptical mind; and the medicine, although thus highly effective in its remedial character, is in the utmost degree innocuous in its composition, and may be taken by the most delicate. It invariably gives relief within TEN MINUTES in all cases; and a few days perseverance will be sufficient to effect a cure in all recent attacks of Cough or Cold. They are pleasant to the taste, the active principle of the herbs being combined with sugar in the least objectionable form and any child will readily take them.
Price 25 cents per box. For sale by JOHN POSEY, Opelousas, 19th February 1853.

THEODOSE S. ROBIN, Attorney at Law.
WILL punctually attend to all business entrusted to his care, in the 14th and 15th Judicial Districts.
OFFICE AT JOHN E. KING'S, OPELOUSAS, LA.
Opelousas, January 29th, 1853—6m.

Wool! Wool!

J. L. COURET respectfully announces to his friends and the public in general that he is ready, from to-day, to purchase all the Wool that can be brought to him in Opelousas, as it is his habit for these past years. He will equally go, or will send somebody at the residences of those who have sheeps to shear. He hopes his friends will grant him the preference.
Opelousas, 12th February 1853.—3m.

OFFICE OF THE NEW ORLEANS, OPELOUSAS & GREAT WESTERN RAILROAD COMPANY.

Corner of Bienville and Exchange Alley
NEW ORLEANS, Jan. 28, 1853.

In accordance with a requisition of [Stockholders, representing one fifth of the Stock of this Company, a meeting of the Stockholders of the Company will be held at this office, on the 2