The New Orleans Bee.

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RATES OF ADVERTISING. [illegible]

THE DAILY BEE

OFFICIAL JOURNAL OF THE STATE.

Friday Morning, August 6, 1852.

FOR PRESIDENT

WINFIELD SCOTT,

Of Virginia.

FOR VICE PRESIDENT

WM. A. GRAHAM,

Of North Carolina.

Electors for President and Vice President.

First District.—JACQUES TOUTANT, of St. Bernard; (substitute, J. B. WILKINSON, Jr., of Plaquemines.)

Second District.—CHRISTIAN ROSELIUS, of Orleans; (substitute, CYPRIEN DUFOUR, of Orleans.)

Third District.—DUNCAN F. KENNER, of Ascension; (substitute, FRANCIS GARRERE, of Jefferson.)

Fourth District.—GEO. W. WATTERSTON, of Livingston; (substitute, H. J. BARROW, of West Feliciana.)

Fifth District.—ALEXANDER DE CLOUET, of St. Martin; (substitute, J. K. ELGEE, of Rapides.)

Sixth District.—JOHN RAY, of Ouachita; (substitute, R. F. ROYSDEN, of Caddo.)

THE COMPROMISE. WHIG PLATFORM.

8. The series of acts of the 31st Congress, commonly known as the COMPROMISE or adjustment, (the act for the recovery of fugitives from labor included,) are received and acquiesced in by the Whig party of the United States, as a settlement in principle and substance, of the dangerous and exciting questions which they embrace; and so far as they are concerned, we will maintain them, and insist on their strict enforcement, until time and experience shall demonstrate the necessity of further legislation to guard against the evasion of the laws on one hand, and the abuse of their powers on the other—not impairing their present efficiency to carry out the requirements of the Constitution; and we deprecate all further agitation of the questions thus settled, as dangerous to our peace, and will discountenance all efforts to continue or renew such agitation, whenever, wherever, or however made—and we will maintain this settlement as essential to the nationality of the Whig party, and the integrity of the Union.

THE CONTRAST.

Gen. Scott.	Gen. Pierce.
Sir, I am dead for the Constitution—dead for the Union—dead for the Compromise—and dead against any man who is opposed to them or either of them!	*I have been asked if I liked this Fugitive Slave Law. I answered no, I loathed it. I have a most revolting feeling at the giving up of a slave; the law is opposed to humanity. It is contrary to moral right.*
Speech of General Scott before the Mississippi Delegation.	Speech of General Pierce at Manchester (N. H.) on the 2d January, 1852.

☞ The Mail failed yesterday from beyond Mobile.

THE NEW CONSTITUTION.

We perceive that those who were opposed to the calling of a Convention to frame a new Constitution, and who labored earnestly to defeat that measure, are now equally hostile to the instrument that has just come from the hands of the Convention. Hardly have the people had time to examine the organic law, when it is violently assailed as undemocratic, unjust and unequal. It may be proper to take some notice of these attacks, although we feel confident of the adoption of the Constitution by an overwhelming majority.

It is a sufficient answer to the charge of being undemocratic, that the final vote in the Convention exhibited but eight dissentients. Now as there happened to be some fifty Democrats in that body, it strikes us that they ought at least to be regarded as tolerably competent judges of the democracy of the Constitution. Yet they sustained it nearly to a man. We might compare the new Constitution with that which it is about to supersede, and prove the democratic character of the former by contrasting them section by section; but this is wholly unnecessary. Let it suffice that the new organic law gives to the people the election of the Judiciary, the Attorney General, Secretary of State, Treasurer, and all other State officers—all of whom are appointed under the present Constitution, by the Executive or the Legislature. If these changes are not "democratic" we do not know the meaning of the term. The objection to the term of office of the Judges of the Supreme Court does not [illegible] force. It seems altogether proper, that if we desire able and inflexible judges, especially in the highest departments of the judiciary, we should offer them the inducements of a sufficiently extended occupancy and adequate compensation. This view [illegible]

[illegible]

The basis of apportionment constitutes the most prominent objection to the new Constitution, but its influence and effects have, no doubt unintentionally, been grossly exaggerated. A few parishes will each lose and a few will gain a representative. New Orleans will lose nothing, but as her population is steadily and rapidly augmenting, she will in less than five years be entitled to several additional members of the Legislature. Again, the idea of counting the colored population is simply an extension of the great principle consecrated by the Constitution of the United States. It is no new feature of our fundamental law. The Constitution of Georgia [illegible] precisely the same basis, [illegible] as Virginia, a mixed basis has been selected. But after all, this [illegible] "Compromise." [illegible] the city [illegible] assembled in caucus [illegible] to restrict New Orleans forever to one-fourth of the representatives in the popular branch. The New Orleans delegation were indignant, but powerless. [illegible]

WHO'S RAISING THE STORM?—On the 19th ult., at Paulding, Jasper county, Miss., C. A. [illegible], Esq., an able and influential democrat of that place, addressed his fellow-citizens, assigning his reasons why he could not, and should not, [illegible]

SPEECH OF BUCKNER H. PAYNE, AT THE Little Rock Railroad Convention.

We have desired for some time to publish the admirable speech delivered by Col. PAYNE, on the 5th July, before the Little Rock Railroad Convention; but have been prevented by a press of other matter. We profit by the mail failure to lay before our readers this interesting and lucid exposition of the advantages of railway communication, and to commend it to the earnest consideration of every friend of Internal Improvement:

Mr. President and Gentlemen of the Convention—I thank you for the honor conferred upon me and those whose interests I am charged to represent in this convention for the compliment of the resolution, unanimously adopted this morning, inviting me to address you on the subject of railway improvements in general, and especially to Arkansas, if judiciously adopted by her. Permit me, however, in the first place, to discharge a duty I owe those, whose delegate I am, to lay before you their views, and respectfully to invite to them your serious consideration.

The people of Louisiana are thoroughly aroused to the value of railroad improvements in developing her resources and adding to her prosperity. They are aware that great economy may be secured in the construction of such works, and great benefits conferred on sister States, by a mutual understanding in regard to the location of their roads respectively in a manner that may make eventually all local roads serve as links of State roads, and to make of *State* roads *international* roads, connecting different States together for general mutual welfare. To secure the full benefit of every dollar expended in the construction of railroads, different parishes or counties of a State must interchange friendly views as to what is best to be done, before they determine on any road.—They must see the best way of connecting each road with the road of another parish or county, so that when they are all completed they may mutually aid and sustain each other; and by this connection become State roads. A similar policy pursued by different States will secure similar, but greater advantages, by having their several work so constructed as to make, of what in the outset was but a local county road, an international road by its subsequent extension and connections. By observing this policy, no money will be wasted on roads that may hereafter become valueless from their improper location. The President and Directors of the New Orleans, Opelousas and Great Western Railroad Company, regarding the principles here advanced as salutary, have deputed me to lay them before the people of Arkansas, and to say: That this company is now organised; that they obtained in the course of a few days private subscriptions to the amount of $750,000; that they applied to the City Council of New Orleans (under a late law of Louisiana) for a subscription to be paid by taxation of one and a half millions of dollars, and obtained it by a very large vote; that the parishes through which the road runs are pledged to an equal amount of tax subscription as well as private subscription, as that of the city for its construction; that they have every confidence the planters will fulfil their engagements, and which makes the capital of means, as here stated, amount to a sum of four millions of dollars. This sum is sufficient to construct the road from Algiers, opposite the city of New Orleans, to the Texas line, at or near the thirty second parallel of lat., and a branch to boundary line between Louisiana and Arkansas. The Board of Directors believe that this road, if extended through Arkansas by way of Little Rock to the Missouri line, and thence to St. Louis, the States of Louisiana, Arkansas and Missouri will be greatly benefited. The Board have some reason to believe that the city of St. Louis and people of Missouri will enter into the construction of it with enthusiasm and energy.

This proposed branch of the New Orleans, Opelousas and Great Western Railroad across the State of Arkansas, through Camden and Little Rock on its way to St. Louis, would be 238 miles long, viz: From the Louisiana line to Little Rock 120 miles; thence to the Missouri line 118 miles; making, as stated, 238 miles of road to be built by Arkansas. The country through which it will run is level, and the cost of its construction will not exceed $10,000 per mile, making the cost of the road $2,380,000. The mouth of a branch thrown off at the proper point to Memphis would not exceed seventy-six miles. This, at the estimated cost of your engineer, Mr. Robinson, of $12,000 per mile, will make the cost of $900,000. Another branch taken off at Camden to Fulton on Red River, a distance of fifty-six miles by Langtree's map, will cost say $560,000, as it runs through a level country. Now adding these sums together, and we have $3,840,000 as the cost of the St. Louis and New Orleans road through Arkansas, with branches to Memphis and Fulton. By this arrangement your State will be developed North and South, East and West, and in direct railway communication with St. Louis, Memphis and New Orleans.

Now let us examine the cost of the Central Railroad from Memphis by way of Little Rock and Fulton on Red River, to the Texas line, the road proposed to be built first by Arkansas. The distance by Langtree's map from Memphis to Little Rock is 133 miles direct, estimated by your engineer to cost $12,000 per mile, making $1,596,000. The remaining portion of the road to the Texas boundary is 144 miles. No estimate has been made of the cost of this part of the road; but from inquiry of your citizens we find the country is hilly, and resembles the country from Jackson, Mississippi, to the Tennessee line. Gentlemen who have traveled on both routes say that they are very similar, except there are one or two higher hills on the Fulton route. But assuming they are about alike, we find the engineer estimates the cost of the road from Jackson to the Tennessee line at a fraction over $18,000 per mile. At this rate, the cost of the road from Little Rock to the Texas line will be $2,592,000. To this add the cost of the Memphis end of the road, will make the sum $4,188,000, being $348,000 more than the New Orleans and St. Louis road, with branches to Fulton and Memphis.

But as roads running through hilly land have to diverge from a right line, if we add the usual allowance for this, it will make the Fulton end of the road twenty-six miles longer, and which will add $468,000 to the cost of the Central Road, or $4,656,000 as the whole cost from Memphis to the Texas line; whereas the New Orleans and St. Louis road, with branches to Memphis and Fulton, will cost only $3,840,000. Memphis and Fulton are the two main points of the central, and they are developed by the proposed branches. But this Central Railroad gives no outlet for the mineral resources of your State. It will cost double that of the New Orleans and St. Louis road, and *it takes nothing to market*. Its effect will be, if first made, to destroy all your mineral wealth for years to come, because it will absorb all your present means for constructing railroads; and when constructed, this road will afford no outlet for your minerals, as they will not bear reshipment, transhipment nor storage. The handling of them at Memphis will cost more than they can afford to pay; and as for cotton, instead of being taken to market, it is actually transported further *from market*. From Southern and Western Arkansas it is almost as near to New Orleans by railway as it is to Memphis. The cost of railroad transportation will be about the same [illegible]; but the planter who ships to Memphis [illegible] 200 miles from market, and has paid as much to get there as the one pays to get to New Orleans. Nor are these the only objections to the construction of this Central or Memphis road first, as it is contended for by some.—If this is the first road made, its interests will ever be antagonistic to the construction of any other road the wants of the people of Arkansas might demand. Instead of aiding and stimulating other roads into existence as fast as possible, it would oppose the construction of the Helena and Fort Smith road, the Gaines Ferry and Fulton road, and the New Orleans, Arkansas and St. Louis road, because these roads would take its business. That it will oppose the making of these roads is as clear a proposition as that men love to make money. But especially, if to build it resort is had to the aid of foreign capital—that is capital outside of your State.—The inducement to invest money in the road is the payment of good dividends; therefore the more support the stockholders can force on the road, by preventing other roads being built, the better it is for them. And hence they are compelled by their own interest, to oppose the construction of the roads referred to, because they would take from the business of this road, and thereby destroy its profits. And the more foreign capital invested in it, the stronger the opposition. Not so, however, with the New Orleans, Arkansas and St. Louis road. The more roads and the more branches made, so much the better for it. Additional roads will only add to the value of this main road. This road entering Arkansas from Louisiana on the line at Camden, Little Rock, and thence by the most eligible route to St. Louis, opens the trade of the West and New Orleans to Arkansas by the shortest, and consequently the cheapest route to market. In addition to this, the people of Arkansas will be placed on the line of the New Orleans and Great Pacific railway across Texas to California. Little Rock is the centre, as well as the capitol of the State, and by this road will be placed in twelve hours of New Orleans. The trade of St. Louis and New Orleans, opened by this road to Arkansas, cannot be otherwise than of vast importance to her citizens. On the North it gives them all the supplies of Western produce and manufactures, and opens the whole agricultural and mineral resources of the State. On the South it gives them the market of New Orleans at all seasons, without subjecting them to the cost of transhipment, reshipment or storage, and consequently the avoidance of injury from handling of cotton and other merchandise. It will also relieve the small planter from the necessity of selling his few bales of cotton in an interior market, [illegible] to him at less expense the advantages of the [illegible]. But besides these advantages, great as they are, it will open to Arkansas the market, and the [illegible] market she can have for her mineral wealth, and which must be dead and valueless to her unless this road is made, by which they can be brought to New Orleans. To any one acquainted with the uses to which her minerals must be necessarily applied, must also know that New Orleans is the only market open for heavy machinery, steamships and boats, for manufactures, for engines, for locomotives, for railroads, &c., for her lead, her zinc, copper, coal, granite, marble, slate, nickel and mineral paints, &c., *all must have their market in New Orleans*. This road, therefore, is essential [illegible]. Without it [illegible] have no outlet that will justify [illegible] working of these mines. [illegible]

of dollars. The Central road, in a direct line, will be only 277 miles long, and cost $4,656,000, while the New Orleans, Arkansas and St. Louis road, with its branches will be 370 miles long in a direct line, and cost but $3,840,000!

As it runs through a level country, it will cost less to build it per mile. The wisdom of the State, in lands and money—the aid from the General Government, and above all, the aid from your citizens by subscription can accomplish it without delay. Besides the President and Directors of the New Orleans, Opelousas and Great Western Railroad Company have memorialized Congress for a grant of ten miles of land, on each side of the road, to aid in its construction to St. Louis. This demand of so large a grant of land is predicated upon the fact that as the main trunk of this road is to cross the State of Texas, and for a thousand miles of it Congress cannot be called upon for an acre of land, so far as the Texas portion of it is concerned, and as this road to St. Louis through Arkansas is but a branch of the main trunk to the Pacific, it would be but an equitable grant on the part of Congress to this company for this branch road, to donate ten miles on each side as an equivalent for alternate sections of a thousand miles through Texas, where Congress cannot contribute an acre.

To these considerations, if we add the reflection that New Orleans and Louisiana finishing the road up to the Arkansas line on the one side, and St. Louis and Missouri finishing on the other, will reflect a credit across the State of Arkansas, such as will enable her people to raise without difficulty the means necessary to aid her (in addition to her own) in completing the link across her own territory. She can accomplish it, and the whole international railway from New Orleans to St. Louis be established in three or four years. But lest it may be thought by some that the interests of St Louis and New Orleans in the construction of this road are so manifest and great, that they will build it whether Arkansas contributed or not, it may be well to remark that such an assumption would be a fatal mistake. The guarantee of capital invested in such an enterprise is to be found in *the interest the State and her citizens take in it themselves*. If neither the State nor her citizens take any interest in it, how could those of other States or foreigners be expected to do so? What protection would be had in an enterprise where both the State and the people declined or refused to have anything to do with it? The idea is absurd. If this work is ever accomplished, the State of Arkansas and her citizens must take hold of it vigorously and become its most deeply interested owners. By doing so they can secure its immediate construction.

Having now laid before you, with such reasons as appeared pertinent to the case, the views of the President and Directors of the New Orleans, Opelousas and Great Western Railroad Company for the consideration of this convention and the people of Arkansas, we beg now to call attention to such facts as the history of railroads has developed, and which we deem of vital importance to the success of railroad improvements, and should be generally known and understood by our people, and especially by the editors of our public journals.

It is known that some railroads fail of realizing what was expected from them, and the companies break. Others realize more than was anticipated, and consequently do not break. Some railroads possess the power of adding vastly to the value of real estate or landed property through which they pass—others again do not possess this power to any great extent.—Some will add greatly to the value of property at its principal terminus—others add nothing, or comparatively nothing, to the value of such property. With some railroads it is their interest to stimulate into existence other roads, and to aid in their construction, while other are opposed to the construction of any new roads, and consequently neither stimulate nor aid them.—Now, the reasons for all this are to be found in a careful perusal and understanding of the history of each railroad, whether on this continent or that of Europe, and with a proper knowledge of the laws of trade.

From this brief statement it will be seen that these States, that have not as yet embarked largely in railroad improvements, should profit by the experience of the past and avoid thereby unnecessary expenditures of money. It is with this hope that we humbly submit such conditions as appear to our mind as the teachings of railroad history and experience, trusting they may elicit from others such inquiries as may establish clear results, of what is best to be done in any future case that may arise. If they will prevent one mistake, or serve to correct a single error, we shall have been paid for our labor, as our only object is to advance, as far as our humble abilities will permit, the cause of Southern Internal Improvements.

Railroad history thus teaches:

First—That all railroads beginning at any great commercial city on the seaboard never fail, if persevered in, to be good paying stock.

2. That they never fail to advance the commercial prosperity of that city.

3. That they advance the value of the landed estate or property of the city and country through which they pass from 100 to as high, in some instances, as 5000 per cent.

4. That no matter how far the road is extended, or how many branches it may have, the extension, and the branches, equally impart such value to the country developed by them.

5. That the company building such road, if properly managed, never break, nor the stock become valueless.

Witness: The railroads from Boston, New York, Charleston and Savannah, and the same in Europe.

Second—As a general rule, all railroads not terminating on such commercial point, nor directly connecting with one that does, fail, and the company breaks, and the stock becomes of little value.

2. That they neither build up the town they terminate in, nor do they add much, if anything, to the value of the property of the country through which they pass.

3. That the exceptions to this rule are so few, or have some special local cause to account for it, that it might almost be said to be invariable as it is certainly generally true.

Witness: All the New England Railroads outside of Massachusetts—they broke—and their stocks became of little value until they formed connections either with Boston or New York, or both. Also, the Vicksburg and Jackson, the Natchez and Jackson, the Bayou Sara and Woodville, the Port Hudson and Clinton, &c., &c., here at home are living and *dead proofs* of its truth.

Third.—That the railroads of States distant from the great commercial seaboard market, but connecting with the main trunk leading to that market, are also good paying roads, and possess the power of enhancing the value of the country developed by them.

Witness: The New England roads since their connection with Boston, the Michigan, Northern Ohio, Indiana and Illinois railroads connecting with New York, &c., &c.

Fourth.—That where railroads have been constructed in violation of these principles, the companies have failed, and consequently if disregarded in future they will continue to fail.

Fifth.—That this is so well understood by all bankers of any note, that roads starting from, or directly connecting with such great commercial seaboard mart, receive moneyed facilities which fare invariably denied now to roads where no such connection exists.

Sixth.—That all transhipments, reshipments and delays from physical causes must be avoided, and the road made as direct as possible.

Seventh.—That geographical and local causes, such as a wide extent of country aggregating from natural facilities the produce and merchandise upon a particular point in the interior, serve to make that point or city one from which railroads may radiate, and produce good effects upon the value of its property and that of the country through which they pass, if not counteracted by special local obstacles.

Eigth.—That where the principles here set forth have been disregarded, the country has been retarded in its growth and prosperity, and a distaste and aversion to railroad improvements engendered in the minds of the people in consequence.

Ninth.—That, as a general rule, it may be affirmed that all railroads not connecting directly with the great seaboard market of the country fail, and the company breaks.

Tenth.—That at the first all railroads must necessarily be *local* and *sectional*, but although local and sectional,

Eleventh.—That prudence demands and success requires, that, in order to obtain the great est amount of benefit from railroads they should be so located that their extension may bring about such connections with other roads, and other sections will convert *local* roads into *State* roads, and as State roads into *international* and *national* roads.

Twelfth.—That railroads when so constructed, starting from the great city and market where the produce seeks its sale, and the country its supplies, never fail to add to the value of the real estate of both city and country.

Having stated these premises, let us now examine the claims of the New Orleans, Opelousas and Great Western road to public consideration, with its proposed branch across the State of Arkansas to St. Louis, in Missouri.

New Orleans is the greatest market for produce now in the world, and must from her location continue to be so. It is not only the largest but it is the best market, and will improve as such from this time steadily, until it becomes the *commanding* market of the world for all the products of our soil. For the article of cotton already has she established this supremacy, and cotton in New Orleans commands from a quarter to one-half cent per pound more than in any other market, and the same difference is maintained for it throughout Europe. Other articles of produce will be placed in the same commanding position. To place every article of importance of Western and Southern produce on the like commanding elevation, New Orleans has but one other matter to accomplish besides her railway improvements, and that other matter is to make herself the great *importing*, as she is now the greatest exporting, city of this continent. To make New Orleans the great importing city is a matter of such easy accomplishment, and will so certainly be effected, that we shall not devote a moment to its consideration at present. It is sufficient to know that it can be done, and *will be done in due time*.

Our object now, is the consideration of the New Orleans, Opelousas and Great Western Railroad, and its St. Louis branch, designed to reach the Pacific with its main trunk, and to develope the resources of the Great West by its connection with St. Louis. So far as Louisiana and New Orleans are concerned, the construction of this road to the Texas boundary and of the branch to Arkansas, the President and Directors of the company have the means in hand or at their control to construct it as quickly as so great a work can be completed. When the road is completed to the Texas boundary, about the parallel of 32 degs, that State [illegible] a sufficient quantity of land, which if properly managed will enable the company [illegible] the road through to El Paso, [illegible]. If Texas is as liberal as her [illegible] she will be, the whole road will be [illegible]

[illegible] mortgage or loans [illegible]. From El Paso to San Diego, the distance by [illegible] of the road is 613 miles. This section [illegible] the Congress of the United States must build, or grant to this company lands sufficient to build. San Francisco will connect with it, at the Rio Colorado of the West, and then the *first* connection of the Atlantic States by railway with the Pacific will be from New Orleans. To El Paso there are no mountains to cross, but a magnificent country the whole way. From El Paso to the Pacific, on this route, there is but one mountain [illegible], and that of but 604 feet elevation, in order to reach the waters of the Gila. The crossing of this mountain will be at the Gold Copper mines, discovered by the Spaniards in 1804, and worked since 1808 to the present time.

The St. Louis branch will enter Arkansas through Union or Ashley county, by way of Little Rock, and thence to St. Louis by the most advantageous route. The distance from St Louis to the Arkansas line is 137 miles, which that city and Missouri will build.

This statement maps to the mind the New Orleans, Opelousas and Great Western Railroad, and the present means of its successful execution. Let us for a moment imagine it finished, for the purpose of examining some of the effects it will exert upon ourselves, and the changes it will inevitably produce on the commerce of the world, and our destiny as a people and nation.

By looking at the map of the United States, it will be perceived that New Orleans is the geographical and commercial seaboard centre, between the Atlantic and Pacific States. That from the crest of the Alleghenies on the east, to the crest of the Rocky Mountains on the west, and our *present* boundary on the north, there are 1,921,146 square miles, drained by the Mississippi river and its tributaries; of which New Orleans is the natural outlet and market. That the Mississippi river and its tributaries furnishes an inland navigation *over* one hundred thousand miles long. It is an old saying and true, that we can *aid* nature, but cannot reverse her laws. It is equally true, that we can aid commerce, but cannot reverse its laws. Railroads can aid commerce, and can aid the Mississippi in her natural powers in bringing the commerce of this vast country to New Orleans; but to reverse it, *can never be accomplished*—if we are true men.

Our past and present inland and outward commerce, from the Eastern slope of the Rocky Mountains to the Atlantic and Gulf ports, has been, and yet is, principally with Europe. Whatever may have been, or now may be the amount of that commerce, it is soon to be doubled, by the commerce of Asia, through our Pacific ports. The voyage, whether by sail or steam vessels, from Europe to the United States, or from Asia to our Pacific ports, will occupy about the same time. The commerce of Europe is furnished by 270,000,000 of inhabitants; that of Asia, and which is now opening up with our Pacific commerce, will be furnished by *over seven hundred millions* of people. By looking on a map of the world, it will be seen that New Orleans is not only the geographical and commercial seaboard centre, between the Atlantic and Pacific States, but it is also the commercial centre point on which the commerce of Europe and Asia must aggregate for distribution over the world. There is no other point in our confederacy, or out of it, that possesses half the advantages in this respect as does New Orleans, and especially for the distribution of our portion of it. Nature seems to have intended this, when she made the great Valley of the Mississippi. She seems to have intended it, in giving the country east of the Rocky Mountains to the Atlantic and Gulf coast such vast superiority of soil and extent of territory over that west of those mountains to the Pacific; and by which the ascendancy of population will be forever secured to the Atlantic States. And the God of Nature, the God of our Fathers, seems to have intended the American people, with our free institutions, placed as we are on this continent, midway between Europe and Asia, to control the destinies of the world. The hundreds of millions of gold produced by California; the rapid development of our possessions in Oregon; the great increase of the whale trade in the North Pacific; an increased trade with Mexico and South America; the absolute certainty of finally crushing the Chinese walls and overthrowing Japanese non-intercourse; and the opening of commercial relations with 700,000,000 of people who inhabit Asia, and the millions of the islands of the Pacific; and the bringing of that commerce to New Orleans for distribution among our people and that of Europe, or in exchange for our products and manufacture, will furnish to this road and its St. Louis branch a transportation and business unknown to the annals of railroad property on this globe. The speed of railroad cars in England has reached fifty miles per hour. We can accomplish it on this road. The distance by railway from New Orleans to the Pacific is 1,643 miles. It can be passed in thirty-three hours! and from St. Louis in the same time. This renders it important that the St. Louis branch and the main trunk road should be conducted by one board of directors, connecting as it will with the Pacific trunk. This acceleration of transit, and the perfect security of life and property, it is certain that commerce would no longer undergo the expensive, tedious and perilous voyage of months around Cape Horn, nor even that of weeks across the Isthmus of Tehuantepec or Panama, but would pass this road, and pour millions into the country, as well as the coffers of the company. The voyage from Europe to New Orleans can be performed in ten or twelve days; from New Orleans to the Pacific in a day and a half; from the Pacific ports to China in ten or twelve days more; thus performing in twenty-five days, a trip that has usually heretofore taken from five to seven months.

If the price of passage were fixed at fifty dollars to the Pacific, only one-seventh of the price now charged to California, with 150,000 passengers annually going, it would produce $7,500,000; and as many returning, would make the income of the road $15,000,000, to say nothing of other business and way travel; and the whole road would not cost over $30,000,000 to San Diego from New Orleans.

But to return to our St. Louis branch. As heretofore stated, there are certain points in the interior, upon which from their local position, the produce and commerce of the country have a natural tendency to aggregate, such as Chicago, Buffalo and Cleveland, on the lakes, for the northern markets, Cincinnati, Louisville, Nashville, Memphis and St. Louis, on the Mississippi and its tributaries, with a view to the New Orleans market.

Any man acquainted with the geography of our country must see that from the natural position of St Louis that she has thirty times the extent of territory whence produce must aggregate upon her, than either of the others, and to which supplies are to be distributed. New York, with all her railroads and canals, including all the commerce of the Lakes and that of Ohio, Indiana and Illinois, most convenient to the New York market, together with the whole of Michigan, has only 196,590 square miles of territory whose commerce is aggregated upon that city, while St. Louis has Missouri, Iowa, Wisconsin, Nebraska, Minnesota and that part of Illinois convenient to her, together comprising 279,959 square miles, besides the Northwest Territory, lying between Minnesota on the east, the Rocky Mountains on the west, Nebraska on the south and the British possessions on the north, estimated to contain 725,248 square miles more. This great extent of country of a million of square miles, must, from its inland position, have some point nearer to them than the seaboard market, upon which their produce must and will be centralized, and from which their supplies of groceries and merchandise must be obtained, and that *point is St. Louis*. From her very position, in reference to the country here mentioned, and her connection by railway with New Orleans, she is destined to be the *greatest inland city of this continent*. What the trade of such a city will be, connected with such a country and with New Orleans by railroad, is impossible to tell. We leave it for the imagination to picture. Such, however, is the place to which we wish, at the earliest moment, to see constructed a railroad from New Orleans. The travel and trade upon this road, to and from New Orleans, must surpass that of any road in the world. Besides, it is the right place for the people of the South to meet those of the free States, and exchange commodities and interchange feelings of mutual good will. There the produce of free States and slave States meet, and the only place where they can meet in a common market. But a small portion of the people of the United States travel for pleasure; they are all engaged in some profitable employment, and those who travel most are usually engaged in the purchase, transportation and sale of merchandise. Even when they travel for pleasure they like to meet with a chance of making their expenses by some investment or exchange of articles. The laws of commerce are the laws of travel—they govern and direct the travel of the age. The commerce of St. Louis, will surpass that of Cincinnati, Louisville, Memphis and Nashville, all put together. It is large now, but great as it is it must be still greater; its increase is certain, it is onward and illimitable! Men traveling from the South to the West and North, whether for business or pleasure, will take the New Orleans, Opelousas and Great Western Railroad branch to St. Louis. It is one continuous line and the trip performed in twenty hours. There they meet all the vast variety of products of other latitudes; there they invest their money, and thence they ship the produce. And so it will be when coming from the North; the hope of gain even stimulates our Yankee brethren, and they will take St. Louis in their route, expecting to find in that vast storehouse (in the products of a million of square miles,) something that will pay them for the trip to the Sunny South. If any other road be taken the traveller meets with nothing to cheer him from New Orleans to Nashville but the familiar old face of a cotton bale. Where trade aggregates to that place the travel will go as surely as "where the carcase is, there the eagles will be gathered together." From St. Louis radiate railroads that place New Orleans in contact with fifteen millions of people of the older States and east of the Mississippi, beside her railways west of this river, going North and West for hundreds of miles and now in progress of construction. When at St. Louis and going North or East, the traveller has before him Nashville, Louisville, Cincinnati and Pittsburg, Chicago, Buffalo and Cleveland. He can visit either or all without retracing a single step on his route to New York and Boston, by way of Philadelphia or by way of the lakes. The people of Arkansas have therefore a double stimulus to take hold of this road and build their part, to wit: that of placing themselves in direct communication with two such great places of commerce as New Orleans on the one side and St. Louis on the other.

The reason why so many railroads have failed heretofore, is because, in their location, the interests of the [illegible] laboring men were overlooked and the laws of commerce disregarded. The interest of labor and commerce is to have the road go directly to the great mart, not to the river merely, where the people can sell nothing of what they produce. The population of Arkansas, we take it to be, like that of other Southern States—a majority of [illegible] of men who own two negroes, [illegible]

[illegible] whom we are speaking, [illegible] Look at the same family after the railroad is completed to New Orleans. At the end of the year they not only have [illegible] comforts and some luxuries, never had before, but the husband, can dress his wife and daughters handsomely, and has four or five hundred dollars of money in his pocket. Ask that man now if he is in favor of railroads and hear his answer? Now what is true of this single family is also true of a vast majority of your families and of a vast majority of your people. Is not the planter's interest equally well or better served by having the road direct to New Orleans, as it is evidently this poor man's? Surely it is. Then why not take that road and build it first, that blesses equally all interests alike? The railroad when properly located, is emphatically the poor man's road as well as the rich man's. It gives a thousand fold value to his land and to his labor, morally and socially, as well as pecuniarily. When improperly located, a curse hangs over them, and their builders appear doomed to break. God's blessing hangs over improvements that bless his children equally alike. He watches over and preserves them. More than three thousand years ago the good old patriarch Jacob dug a well in a dry and thirsty land. He drank of it himself, and his children drank of it after him. It cooled the parched tongue of the prince and the peasant—of the stranger, and of the wayfaring man, and God blessed it and preserved it, humble as it is, and to this day the poor man, as well as the rich, as he slakes his thirst with its limpid waters, raises his hands and blesses Jacob and Jacob's God. Be you the object of blessing in this and after generations, by building this poor as well as rich man's road.

An apology is due for the length of these remarks. That apology is, that the principles laid down are best illustrated by facts, which are to be found in the thousands of pages of railroad history and reports written since they came into use, and which may not be accessible to all. They are so numerous and so scattered that few can get them to examine, and if had, many would not have the time to devote to their examination. Our object has been to contribute something towards the formation of a sound, healthy public sentiment in relation to railroads—one that will sustain all properly located roads, and at the same time put down all *speculations*, as we feel assured that our people can have no interest in sustaining such as will not prove beneficial, or those of which the companies will break.

BOOKS FROM MORGAN.—Our thanks are due J. C. MORGAN, of the Literary Depot, Exchange Place, for a whole batch of recent publications, such as "The Discarded Daughter," a delightful novel from the pen of Mrs. Southworth; "Whitefriars," a clever historical romance of the days of Charles the Second; "Lectures on the results of the Great London Exhibition,"—comprising twelve very able expositions of Science and art as developed by the products of World's Fair; the "American Journal of Medical Sciences;" "Hartcheap Edition of the Waverley novels"—Waverley & Guy Mannering; Part XII of Thier's History of the Consulate and Empire under Napoleon.

CLASS BOOK OF POETRY.—We are indebted to D. Appleton & Co., through J. B. STEEL, No. 60 Camp street, for a copy of Mrs. Robbins Class Book of Poetry, for the use of Schools or private instruction—a well selected and extremely useful publication.

WHIG MEETING AND BARBACUE IN EAST FELICIANA.

On Saturday last the 31st ult., the Whigs of East Feliciana held a mass meeting at Clinton, to ratify the nominations of SCOTT and GRAHAM. At an early hour, says the *Whig*, the thoroughfares leading to Clinton were thronged with crowds of the people. Whigs and Democrats, the young of both sexes from Wilkinson, Amite, St. Helena, East Baton Rouge, Livingston, West Feliciana, and all the surrounding country, coming to partake of Whig hospitality, and witness the proceedings of the first grand gathering of the country Whigs of Louisiana called for the purpose of declaring their adhesion to the platform and the nominees. By nine o'clock there was an immense crowd on the barbacue ground anxiously awaiting the arrival of the speakers. At about 11 o'clock, a numerous procession, composed of the officers of the meeting, selected by the Scott and Graham Club, and the members of the party at large, preceded by a band of music, marched down to the ground. The meeting was there called to order by Henry Marston, Esq., who announced by order of the Club, the following officers:

President—HENRY MARSTON.

Vice Presidents—Wm. Young, R. J. Bostos, S. M. Brian, David Pipes, Sr.

Secretaries—R. J. Bowman, Spencer Pettise.

The resolutions were presented by HENRY SKIPWITH, Jr. They breathe the right spirit and heartily endorse the principles of the Whig Convention, and the noble standard bearers whom it has selected.

After the adoption of the resolutions, the assemblage was addressed by E. T. MERRICK, in a powerful and eloquent speech. The barbacue followed, and the people were then addressed by Messrs. HARRY T. HAYS, of New Orleans, and D. RICHARDSON, of St. Mary. Again the multitude assembled around the speakers' stand, and were for nearly two hours entertained and gratified while listening to two Whig speeches, replete with unanswerable arguments in favor of the nominees.

Dr. Lewis wound up the proceedings with a forcible and telling speech.

In point of numbers and enthusiasm, adds the *Whig*, no political meeting ever assembled has exceeded it. The number present is variously estimated at from two to three thousand. The ball is in motion, and the Whigs of the Florida parish having taken the initiative, are preparing to roll up in November next, an old fashioned Whig vote, such as they cast for the Whig ticket in 1840.

KEEP IT BEFORE THE PEOPLE.—That the Kentucky resolutions of '98, adopted by the Baltimore Convention, *repudiate the Fugitive Slave Law*. Says the New York *Evening Post*: (dem.)

"The Virginia and Kentucky resolutions, according to them, *and our readers will remember that several days since we took the same view of the matter*—lay down maxims of construction which, if applied to the constitution, MAKE THE FUGITIVE SLAVE LAW A PALPABLE VIOLATION OF THAT INSTRUMENT. By solemnly adopting the Kentucky resolutions, say those commentators, THE CONVENTION GAVE UP THE SLAVE LAW."

☞ The Fredericksburg, Va., *News*, another Whig paper, which the Democrats have been saying had "bolted" since the nomination, has come out for Scott and Graham. The way the *News* "pitches into" Pierce for his *fugitive slave law notions*, as expressed at New Boston, is "a caution" to all Northern men with Southern principles.

TRICKS OF THE ENEMY.—Judge Boyd of Mississippi, sub-elector has declined the office, whereupon the Vicksburg *Sentinel* says that he will not vote for SCOTT, and will probably vote for PIERCE. It so happens, however, that the Judge himself says that he will vote for SCOTT and will *not* vote for PIERCE. He withdraws entirely from personal and private considerations.

☞ Three or four days ago, a Whig and a Democrat got into conversation in the street about Scott and Pierce. The Whig made an allusion to Gen. Pierce's falling from his horse. "If you say again that Gen. Pierce fell from his horse," exclaimed the Democrat in great wrath, "*I'll call Gen. Scott a coward!*"—*Louisville Journal.*

FROM THE WEST.—*The St. Louis Republican* of the 28th ult., has the following:

Several parties of Californians have arrived overland at Weston, Kanesville, and other towns. Up to the 13th of July, 25,465 men, 7,021 women, 8,270 children, 8,483 horses, 3,853 mules, 90,340 cattle, 24,930 sheep, 4,186 wagons, had passed Fort Kearney. Mr. Thomas A. Stoddart reports having counted six hundred fresh graves between Fort Kearney and Weston. The emigrants were getting along better than in any previous season.

Judge T. W. Smith & Co. arrived at Kanesville on the 15th, in fifty-four days from California. They made the trip from Fort Laramie in thirteen days—a distance of seven hundred miles. They packed through, and were in good health. The company is composed of T. W. Smith, of Ohio; J. Lawson, Lycoming county, Pa.; J. W. McCoy, Cedar county, Iowa; R. Gaines, Platte county, Mo.; Thomas Benson, St. Louis county, and Robert Osborn, Illinois. They returned on the north side of the Platte, and represent that there was but little sickness on that side of the river, while there was heavy deaths on the south side.

Judge Smith examined the route with a view to the practicability of a Railroad to the Pacific, and reports that the north side of the Platte is well adapted to the construction of a road—much better than the south side.

Two men from Boone county, Ky., by the names of Real and Bosley, [illegible]

[illegible]

BY MAGNETIC TELEGRAPH.

[TRANSMITTED TO THE N. O. BEE.]

By the United S. O. and Ohio and People's Line.

New York Markets.

NEW YORK, Aug. 4.

There has been a good demand in the Cotton market to-day and the sales reach 2800 bales at steady prices. Middling Orleans is quoted at 10¾c, and Middling Uplands 10½c. ℔ lb. Flour has been in fair request, and 9000 bbls. have been taken at $4 ℔ bbl. for State brands. Corn is firm and 18000 bushels mixed have been sold at 65½c. ℔ bushel. Mess Pork steady at $20 ℔ bbl. Lard 11c ℔ lb for Kegs.

Congressional Proceedings.

WASHINGTON, Aug. 4.

The House to-day has been engaged on the general Appropriation Bill. An amendment has been adopted authorizing the imposing of Light House duties on Foreign vessels.

In the Senate, a resolution was adopted declaring that the superintendent of the census is not entitled to receive pay both as Superintendent and Secretary.

Liverpool Cotton Market.

NEW YORK, August 4.

The Circular by the Niagara state that the Liverpool market was very firm on Saturday, the 24th ult., and the demand active. It was estimated that the day's sales would reach 20,000 bales.

Ohio River—Markets.

PITTSBURGH, August 4.

The river is yet falling with three feet three inches water in the channel.

CINCINNATI, Aug. 4.

The river here is stationary—market quiet. Flour $3 20 ℔ bbl. Whiskey 15½c ℔ gallon.

Large Fire.

CINCINNATI, Aug. 4.

A destructive fire occurred this morning at Fulton, near this city, which has destroyed an extensive Saw Mill, a large quantity of lumber, and twelve dwelling houses.

Further by the Niagara.

NEW YORK, Aug. 5th.

ENGLAND—YACHT RACE.—In the Yacht race which had just come off at Cowes, Isle of Wight, the English Yacht Arrow beat the American Yacht.

Bank of England.

The amount of bullion in the Bank of England, according to the last weekly return, amounts to twenty one and a half millions of pounds sterling.

France.—Movements of Louis Napoleon.

The visit of Louis Napoleon to Baden is said to be a matrimonial project. He is said to be seeking the hand of the grand-daughter of the Duchess of Baden. He has decided to visit Algiers. It is reported that a change of Ministry will take place upon his return from his tour through the provinces.

Petitions for the re-establishment of the Empire are in circulation in many parts of France, and large numbers of signatures are already obtained.

ITALY—ARRESTS.—The Austrian Commissioners have caused 60 arrests of prominent persons to be made at Mantua.

Congressional Proceedings.

WASHINGTON, August 5.

The House is still engaged on the general Appropriation Bill, to which several amendments have been made.

In the Senate, the Fishery question has been under debate, and after a speech from Mr. Hamlin, showing the right of the Americans in the premises, the subject was postponed until Thursday next, and the documents relating to it were ordered to be printed.

New York Markets.

NEW YORK, August 5.

The cotton market to-day has been rather active and the sales embrace 3,000 bales. Prices are firmer since the publication of the Niagara's accounts, and middling Orleans is quoted at 10¾c per lb. Flour has been in good request and 14,000 bbls. have been sold at $4 04 a $4 12½ per bbl for State brands. Corn steady at [illegible] per bushel for mixed Western. Mess pork $20 per barrel. Lard 11¼c per lb. Rio Coffee 8½ a 9½c per lb, with sales of 3,000 bags by auction at these rates.

MISSOURI.—Partial returns from St. Louis published in last evening's papers, render certain the election of Col. Benton to Congress.—We are surprised at this. His district is democratic by nearly 4,000 majority. St. Louis itself, which goes sometimes one way and sometimes another, is said this time to have gone for the Democrats. No Whig, of course, expects any thing from Missouri.

DISTRESSING CASUALTY.—At about 3 o'clock this afternoon, a son of Mr. Charles Durel was accidentally drowned while bathing in the Bayou Teche, near the landing of Mr. George Lewis. The little boy was a very expert swimmer, but it is supposed that while diving the current carried him under a flatboat lying near by, from which, of course, he could not extricate himself. A number of our citizens were on the spot a few minutes after the accident occurred, and every effort was made to rescue him, but as yet no trace of the body has been discovered.—*Planters' Banner.*

LIGHTNING.—The Thibodeaux *Minerva* says: During a thunder and rain storm, which passed over our town during the last week, the lightning struck the dwelling of Mr. Mathurin Arceneaux, living on the out skirts of the town, and seriously injured his wife and two children; it also struck the stable of Dr. Beck, on St. Philip street, killing one of his saddle horses. The stable miraculously escaped burning.

THE CROPS.—The hot weather seems to have greatly benefitted the cane in this country.

City Intelligence.

THE THEATRE ALLEY HOMICIDE.—The examination in the above case before Recorder Winter, was completed yesterday.

John Swain was the principal witness sworn. He deposed that on the night of the 31st ult., he went into McDonnell's coffee house, and there saw Mr. Green, Mr. Ricardo and others. They were singing and hurrahing for Scott and Graham. When deponent entered the coffee house, he saw Duffy standing on Common street, near the alley; saw Cunningham rush on Green in the bar-room, with an open knife in his hand. The blade was about three inches in length, and was like the knife now in Court. Thompson followed Cunningham, and Cunningham made a grab at Green with the knife. Green then struck him over the head with a stick. Thompson then made a grab at Capt. Weymouth and the lights were put out. Saw nothing more in the bar-room. Subsequently, Thompson entered the yard with what appeared a broad bladed knife or piece of steel. As he approached Green in the yard, Green remarked, "God's sake don't kill me." Thompson then struck at Green three times, and pulled him with his left hand to the ground. Deponent went to the assistance of Green and saw no more of the accused until they appeared in court.

CROSS EXAMINED.—When Thompson rushed on Weymouth, the latter had his right arm extended.—Mr. Green was standing peaceably when Cunningham rushed upon him. Deponent went towards Common street when the lights were put out, and returned before the lights were restored, and went into the back yard. Cunningham and Thompson rushed past him. Did not see Duffy in the house. Did not see Thompson strike Green in the bar-room.

Deponent stood about ten or twelve feet from the parties in the bar-room, and had a fair view of them. When Cunningham and Thompson started towards Green, they left the second door of the bar-room from Common street about ten feet from the bar. Mr. Green and party were standing about the second door from Gravier street. Green and Cunningham had been about fifteen feet apart. Just before Cunningham started towards Green, he said, "I'll be d—d if he shall hurrah for Scott again," and as he passed deponent, going towards Green, he said he would do it. Cunningham broke from Thompson as he went towards Green. Thompson had previously endeavored to quiet Cunningham. Cunningham first went towards the bar and then turned towards Green.—Weymouth was between Green and Thompson when Thompson approached Green and Cunningham.

There were several persons in the yard when deponent entered there. Went to Green's assistance after he saw Thompson strike him, and pulled Thompson round. The Gasometer was twenty feet from where Green struck Cunningham. Green and his party first left the Orleans House by the door leading to St. Charles street, and when they turned round the corner into Common street Cunningham's party were still in the Orleans House.

Felix Grandy deposed that he saw Thompson seize Weymouth by the throat or collar; that both in the scuffle got out into the Alley, and that Duffy came up and struck Weymouth repeatedly on his head. The lights were then put out and after the whole affair was over Weymouth was found lying insensible near the spot where Duffy struck him.

Several other witnesses were called but they did not appear to know much about the affair.

At the conclusion of the testimony, the case was submitted without argument. The Recorder thereupon committed Duffy and Thompson to be tried for the murder of Capt. Weymouth, and Cunningham for an assault with a dangerous weapon with intent to kill, on Robert Green.

Bail in Cunningham's case was fixed at $2,500.

CHARGE OF LARCENY.—F. C. David made affidavit before Recorder Genois yesterday, that in the month of June last, a number of [illegible] stolen from him and have since been found in the [illegible] of Victor Laurent, in Dumaine street, and that in March last he entrusted two five franc pieces to the said Laurent to buy him a dozen of woodcocks, and that Laurent appropriated the money to his own use. Warrants have been issued.

SUGAR THIEVES.—David McClay and Jacob Wilson were arrested yesterday morning in the Third District, for leaving two barrels of sugar in a skiff supposed to be stolen. Subsequently the barrels were identified by Edward Evans who deposed that they were stolen from the Levee, between St. Louis and Toulouse streets. Recorder Genois sent both of the accused before Judge Larue and a jury.

COMMITTED FOR TRIAL.—Recorder Genois yesterday, after examination, sent John Andry, alias Dublin, before the First District Court, to answer for trying by threats to extort money from Elizabeth [illegible], who resides at the corner of Customhouse and Franklin streets.

John Summers was sent before the same Court, charged with having severely pummelled and kicked John Fox, at the corner of Gallatin and Hospital streets.

WARRANTS.—Warrants were issued for the arrest of a man named John, who has been trying to shoot one of his neighbors on Toulouse street; and for the arrest of a man, name unknown, who tried to shoot a woman in the Kossuth Garden.

A LEG.—The [illegible] of a white man, apparently torn from the body with force, was found yesterday at the foot of Notre Dame street, [illegible]

[illegible]

COMMERCIAL.

The Niagara's [illegible]

BEE OFFICE, Thursday Evening, August 5th, 1852.

COTTON—The market continues [illegible] firm, [illegible] through the Niagara has probably had the effect to [illegible] the market [illegible]. The [illegible] have not exceeded 300 bales.

LIVERPOOL CLASSIFICATION—LOUISIANA AND MISSISSIPPI. [illegible]

TOBACCO—We have no change to notice in the Tobacco market. The demand is still very limited, and the [illegible]

SUGAR AND MOLASSES—We have noticed only the usual limited [illegible] at unchanged prices.

FLOUR—The sales have been confined to a few lots, including 180 bbls St. Louis, at $3 70; 100 Extra at $4 [illegible] and 300 at $4 [illegible] ℔ bbl.

GRAIN—The Corn market is dull, but prices are without material change. Mixed and yellow have sold in moderate lots, at 50@60c., and white at 62c ℔ bushel—Oats are still held at 38c ℔ bushel for St. Louis, and Bran at 80c ℔ 100 lbs.

PORK—The market continues firm, and moderate sales continue to be made at $21@21 50 ℔ bbl for Mess, and $18 [illegible] for Prime; 200 bbls were taken yesterday, at the latter rate.

LARD—Keg Lard is held steadily at 11½ @ 12c ℔ lb. for prime and choice.

BACON—Market very dull, at 10c ℔ lb. for Sides, at 8¾c for Shoulders.

COFFEE—Small sales are made at 8¾c ℔ lb for Rio.

WHISKEY—Holders continue to realize 19c ℔ gallon for retail lots of Rectified.

FREIGHTS—We have noticed no further engagements.

EXCHANGE—We still quote:

EXCHANGE OUT DOOR. [illegible]

Steamboat Departures—This Day.

Watering Places	Ophelia, Grice	12 M
St Louis	[illegible], Peterson	5 P M
Covington	Louisa, Dunnica	12 M
New York	Wm. Penn, Sears	9 A M
Princeton	Frank Lyon, Stone	5 P M
Mobile	Oregon, Heim	12 M
[illegible]	St Charles, Post	8 A M

THE SPARTAN BAND. Brothers of the South Western Division

YOU are requested to meet at the Council Chamber on SATURDAY EVENING, August 7th, at the sitting of the Sun, in order to make preparations for attending the BARBACUE at Covington, Parish of St. Tammany, on the 23d instant.

☞ The Glee Club will meet at the President's Quarters as usual.

Long enough have ye slept in chains and night,
Arise now men and indicate thy right;
With SCOTT and GRAHAM at our head we will fight!

By order of the President,
T. SYKEMAN, Grand Scribe. au6

CITIZENS' BANK OF LOUISIANA, New Orleans, August 5th, 1852.
AT a meeting of the Board of Directors held this day, the following preamble and resolution were adopted:
Whereas, the death of Christopher Adams, Jr., Esq., has created a vacancy in the Board of Commissioners elected on the 24 of May, 1852, to carry into effect the provisions of the act entitled, "An act for the relief of the Citizens' Bank," passed on the 10th March, 1852, therefore—
Be it resolved, That a meeting of the Stockholders of said Bank be held at the Banking House, on the eighth of September next, for the election by said Stockholders, of one Commissioner to fill said vacancy, when the Stockholders are requested to attend in person or by procuration.
By order, HENRY PEYCHAUD, Cashier pro tem. au6 3taw-3sep

Dissolution. THE partnership formerly existing of ALEXANDER LEVY & C., Law Booksellers and Stationers of this city, was dissolved on the first instant, by mutual consent. The business will be conducted hereafter, by Alexander Levy alone, under the same style and firm, who will settle all the debts and obligations of the late firm. ALEXANDER LEVY, FRANCIS COOK, BENJ. LEVY. New Orleans, 1st August 1852. a6

LOUISIANA STATE BANK, New Orleans July 31, 1852.
THE Board of Directors have this day declared a dividend of five per cent out of the profits of this institution for the last six months, payable to the Stockholders or their legal representatives, on or after the 10th August. au2 10t RICHARD RELF, Cashier.

Notice. THE Creditors of W. H. VAN RANSSELAER are invited to call at our office to receive the third and last dividend. EUG. ROCHEREAU & CO., jl9 17 and 19 St Louis st.

Whig Central Executive Committee, corner of Commercial Place and Camp street, over the Crescent Insurance Company. E. SALOMON, Secretary. a30 tml 79 Tchoupitoulas st.

Land Office of Louisiana. BATON ROUGE, April 7th, 1852.
To holders of certificates issued for Land by Richard Loucks, late Register of the Land Office.
YOU are hereby notified, in pursuance of a resolution adopted by the last session of the Legislature, and approved the [illegible] 1852, to present the certificates which were issued by Richard Loucks, to the Register of the Land Office at Baton Rouge, that those which are fraudulent may be ascertained, in order that the same may be reported to the next session of the Legislature. ap10 6m W. H. CRENSHAW, Register.

Succession of Le. J. Riesch. PERSONS who are indebted to said succession, or to the late firm of Philibert Fourneret, and Riesch, are invited to settle within ten days and those who may have claims against the same will please present their accounts within the same period to PHILIBERT FOURNERET, Administrator. St. Bernard, 5th August, 1852.—au5-3tin10d

Succession of Philip Finn. THE creditors of said succession are invited to present their claims, and those who may be indebted to the same, to settle without delay, in the hands of the undersigned, attorney of the curator. E. FILLEUL, Attorney, au6 3t 10d 57 Toulouse st.

Succession of D. F. Goux. CREDITORS of said estate are requested to call and make known to the undersigned the nature of their claims, and persons indebted, to call and settle the same without delay with JOHN CULBERTSON, Attorney of said estate, St Louis Exchange Alley No. 38. au6 3t 10d

For Sale. ONE Arnold one working Table; one Flower Basket; one Liquor Stand; one Palisander Armoir with Mirror; one Mahogany Library; two Polished Chairs; a valuable collection of Tableaux of the best masters; a Chimney Ornament; two Chinaware Caps; a Saloon Furniture in Velvet and Palisander. LION PINSARD & CO. 123 Royal above Mr. C. Redon, (from one to three o'clock. au6 3t

Fifty Dollars Reward. MISSING from steamer Anna, near Donaldsonville, on the night of the 21st July, the boy HENRY or BUCK, about 5 feet 7 inches high, dark mulatto, 25 years of age; had on red flannel shirt, dark pants and boots; he will make his way to New Orleans if possible; is an old runaway and may lurk on the coast. If a body of this description has been found, the Coroner will confer a favor by giving information, or Fifty Dollars reward and expenses will be paid for the boy by applying on board steamer Anna, or to J. M. JOHNSTON & CO. au4-1w 3 Front Levee.

Penmanship and Book-keeping. NEW Classes begin this week at Dolbear's Academy, 56 Canal street. Private classes for ladies.—This is the oldest establishment of the kind in the United States and many of the best teachers of penmanship have been qualified at it. au3lt

Office of the Crescent Mutual Insurance Company. APPLICATIONS for loans upon unincumbered and improved real estate situate—in accordance with its charter—within the Parishes of Orleans and Jefferson will be received at this office until the 14th August inst. THOMAS A. ADAMS, President. C. J. ALANSON, Secretary. au3

Notice. THE undersigned offer for sale, their establishment situated on Canal Carondelet, now used as a planing, sawing and turning mill, on account of ill health of one of the owners. Said establishment consist as follows: One 25 horse power steam engine, built by Leeds & Co., with two sets of double flue boilers, two planing machines, one built by Schenck and the other in this city on an improved principle; two circular saw benches complete; two turning lathes, one for wood or metal and the other a splendid sliding rest; two grinding stones, iron, cast steel, tool, cutlers, forge complete and brass foundry, patterns, stables, &c., &c. All the tools requisite to carry on an extensive business. The land comprises nearly the whole square, with large sheds, which render it of vast importance as it is well known that the Canal Carondelet has been purchased by parties who will carry out all the improvements requisite to render that Canal equal if not superior to the new Canal. N. B. The undersigned would be willing to sell the land and buildings separately if required. jy13 DE POUILLY & GAGET.

For Sale. A VESSEL well adapted for the Lake trade of burthen about 80 tons, well found in rigging, [illegible], &c., is in perfect running order. For particulars apply to DELVAILLE & MORENO, jy10 34 Old Levee st.

To Passengers for Havana. THE undersigned draw drafts on Havana for small or large sums, at the convenience of purchasers payable at sight. LABORDE & XIQUES, 37 Common st.

HOLLAND GIN.—[illegible] pipes Holland Gin, "Bell" brand, landing ex ship R. B. Sumner from Antwerp, for sale by EUG. ROCHEREAU & Co., au6 17 and 19 St. Louis st.

CUBA HONEY.—Of very superior quality, in store and for sale by S. DE VISSER & CO. au6 26 and 24 Old Levee st.

CLARET.—350 boxes St. Julien Claret, above ordinary, for sale by JOSEPH LANATA, au6 No. 11 Jefferson and 12 Toulouse street.

BORDEAUX CLARET—120 casks good ordinary Claret, for sale by JOS. LANATA, a6 11 Jefferson and 12 Toulouse.

HAVANA CIGARS.—Regalia, [illegible], londres, [illegible] for sale by S. DE VISSER & CO., au6 26 and 24 Old Levee.

SUGAR.—300 boxes White, Yellow and Brown Havana sugar, in store and for sale by au6 S. DE VISSER & Co., 26 and 24 Old Levee.

HAVANA SWEETMEATS—Guayava Jelly, Cocoa, Oranges and Guayava in store and for sale by S. DE VISSER & CO., au6 26 and 24 Old Levee.

Franklin Bookstore. [illegible]

SUNDRIES.

[illegible] Springs. [illegible] opened [illegible] 1st day of June [illegible] COCHRAN & HENRY, proprietors. 7 je—3m

J. [illegible]. HAVING just arrived from the north, where he purchased his entire [illegible] from France and England, [illegible] friends and the public in general, that [illegible] JEWELRY, [illegible] of all descriptions and prices, and various other articles.
His assortment of Watches cannot be surpassed, for the value of the movements or the elegance of the cases. These watches are from the best manufactories, and partly from T F Cooper and David Taylor, London, and M J Tobias, Liverpool. Chronometers, Lepine's watches, [illegible]
All his articles will be sold guaranteed.
He has received also a complete assortment of sets of French Silver Forks and Spoons in cases; also, numerous articles galvanized by the Ruolz process. [illegible] d16

On Account of Fire. GREAT REDUCTION OF PRICES. A. BARRAUD, 80 Chartres street, between Bienville and Customhouse. BEGS leave to inform his numerous friends and the public in general, that on account of the late fire, he will sell on and after Monday, 10th instant, the whole of his Stock at VERY REDUCED PRICES. Received by ship Jersey, and also for sale at very low prices, a large invoice of Gloves of all kinds, for Ladies, Gentlemen and Children. Being about to depart for France, he invites persons indebted to him to settle their accounts, and those to whom he may be indebted are requested to present their accounts. my10

BRANDY—450 cases B. Ph Godard; [illegible] EUG. ROCHEREAU & CO. my17 17 and 19 St Louis street.

Thirty Per Cent Discount. G. LAVIE, 8 St. Charles street, between Canal and Common, wishing to dispose of his stock of stationery, discontinuing that line of business, offers the following articles for sale at thirty per cent discount. Pockets of all sizes; Complete set of books, blank books, memorandum, &c. Blue, black and red ink, steel pens, and others, wafers and sealing wax, pencils of all qualities, rules of different sizes, complete articles for drawing, do for architects, foolscap paper, plain, ruled, white and other, notary paper, letter paper of all sizes, white and yellow envelopes, etc. my10

A. Sturzenegger & Ehrmond, 44 Bienville street corner Chartres street. RECEIVED by the vessels Mobile and Chas. Hill—4 cases plain and figured Linen Muslin; [illegible] Being sole Agents for large manufacturing establishments in Switzerland, France, Germany and England, they sell at manufacturers' prices. je15

Fine Perfumery Manufactory. Wholesale and Retail, at the Paris Prices. REITHER & PONCELET, [illegible] Chartres street. FAMILIES leaving for the country, are invited to examine their beautiful Store, they will find the most complete assortment of good Perfumery; also Perfumery Boxes of all kinds, Brushes, Combs, superior Cologne Water, at $1 50 per gallon; Pomatum, half fine, at 50c per lb.; do fine, at $1 per lb.; Soap in bars and balls; all kinds of Essence, such as almond, violet, etc., in half dozens. Agency of the genuine Botot Water, and of Dr. Dupuytrin's Pomatum. my5

CHARLES BYRNE, Manufacturer of COPPER, SHEET IRON AND TIN WARE, Dealer in Stoves, Grates, Grate-Bars, &c., &c. No. 46 Tchoupitoulas street, NEW ORLEANS. Has constantly on hand, a complete assortment of Tin and Copper Ware, Stoves, and Stove-pipe, &c., Steamboat, plantation and Plumbers work, executed on the shortest notice, at reasonable rates. Orders from the country or city, attended to with promptness. je12

RED AND WHITE WINE—45 cases St. Corbien, 1844; 19 do St Estephe and Pauillac, 1844; 4 do ch. Haut Brion, 1849; 4 do ch. Leoville, 1844; [illegible] In store and for sale by B. TALAMON, 182 and 186 Royal st.

HAVANA PRODUCE. LABORDE & XIQUES, at No. 37 Common street, have for sale—COFFEE—500 bags prime green. SUGAR—100 boxes white and brown. HONEY—30 tierces white and thick. CIGARS—25,000 of the fine brands Monte Cristo, Nueva Empresa and Rio Hondo, guaranteed imported. my3

WINES AND SARDINES—40 casks Cantenac Wine, crop 1846. 20 bbls Family Claret Wine, crop 1847; 50 do do do 1849; 300 boxes Brown Cantenac Wine; 200 do White Wine, Haut Sauterne; 200 do St Julien Medoc; 300 hf bxs Sardines. In store and for sale by Fdo. DE FUENTES & CO., je22 [illegible] Old Levee.

THE undersigned offers for sale, the following articles—40 doz. round Cheese; 30 boxes Gruyere do; 25 boxes [illegible]; 30 do Neufchatel; 100 boxes Goshen Butter; 100 jars French Butter; 100 dozen English Pickles; 50 do Worcestershire Sauce; 20 do Scotch Salmon; 30 do Scotch Ale; 50 do London Porter; 50 cases dry Prunes, small jars; 50 boxes French Vinegar; 50 do Brandy Fruits; 50 do Fruits in their juice; 150 do assorted Pickles; 50 do Anchovies in oil; [illegible] FERBOS BROS., 247 & 249 corner of Royal and Dumaine sts. jy20 15t

EXPECTED per ships Lancaster and Flora, from Bordeaux—[illegible] Corks, different qualities; [illegible] casks white Wine, Haut Sauterne; [illegible] For sale by PAUL LACROIX 13 Toulouse st. jy19

TRUFFLED PIES—In half and quarter boxes; CEPS IN OIL—In half and quarter do; GELANTINES—In half and quarter do; SARDINES IN OIL—In whole and half boxes; MUSHROOMS—In boxes; GREEN PEAS—Natural and with ham; Perigord Truffles; also, a great assortment of Fruits, such as Peaches, Prunes, Reine Claude, Apricots, &c., of the best marks, for sale by WILLIAMSON, ZARATIN & GRATIAA, je22 30½ Poydras st.

IN store and for sale—60 casks claret; 60 half do white wine; 33 casks claret Margaux, 1848; 400 boxes Muscat Delestang; 150 do olive verdales; 100 do capers; 50 do olives; 30 do maraschino, 100 do Vermouth Fiquet; 50 do orange flower water; 10 bbls absynth; 30 boxes Suisse absynth, Penolt; 100 do white wine, Haut Sauterne; 4 do essence Bergamotte; 4 do lemons; 4 do Arabic gum; 4 do Italian straw; 1000 pieces white and blue marble; 30 boxes sardines in half boxes; 30 do qr do. LANATA & GONDOLFO, je26 9 and 11 Jefferson st

Italian Straw Hats. RECEIVED by the last arrivals from Europe and for sale at the lowest prices of the market, a large assortment of Italian Straw Hats. P. LEVERRIER, au10 76 Chartres st.

SEIDLITZ WATER. WE have made arrangements to reduce the price of the above article. Hereafter we will sell the same as follows: In large champagne bottles, 75 cents the dozen, without the bottles. In large champagne bottles, $1 25 the dozen, with the bottles. In half bottles, 50 cents the dozen, without the bottles. In half bottles, 75 cents the dozen, with the bottles. ☞ We will take the empty bottles for the same price. ALEXIS & LEVIS, ap30 corner Royal and Bienville sts.

A. STURZENEGGER & EHRMOND. No. 44 Bienville, corner of Chartres st. SOLE Agents for F. Marie Farina, in Cologne, offers for sale at very moderate prices, six cases real Cologne Water of three different qualities. je15

F. [illegible] 60 Chartres st, between Customhouse and Bienville. MERCERY, Lacery, Galoons, Fringes, rich Fans, a large assortment of shell and buffalo combs; cologne water and fancy soap. Also a splendid assortment of ladies' and childrens' hose. Galvanized forks and spoons.

COGNAC—8 bbls cognac, Eagle brand; 2 do Washington; 6 hf pipes do [illegible] & Co; 9 fourth do do, different brands, for sale by LOISON & SILVESTRE, jy9 34 Customhouse st.

80 CASKS CLARET, St. Julien, landing ex ship Oldenburgh, from Bordeaux, for sale by X. LAMBERT, jy27 68 Magazine st.

Superior Irish Linens. RECEIVED per ships [illegible] and Ashland from Liverpool [illegible] O. E. GRAHAM, jy12-1m 28 Gravier street.

RECEIVED per last arrivals from Havre, and for sale [illegible] THEODORE FROIS, 14 Canal st. fe13

[illegible]

RAILROADS.

New Orleans, Jackson and Great Northern Railroad Company.
NEW ORLEANS, June 24, 1852.
SUBSCRIBERS to the Stock of this Company are hereby notified that an instalment of ten per cent. will be due and payable at the office of the Company, No. 17 Commercial Place, at the end of sixty days from this date. By order of the Board: JOHN CALHOUN, Secretary. je24 tf

To Railroad Contractors. SEALED PROPOSALS will be received from the 1st of August until the first Monday of September next, at the office of the New Orleans, Jackson and Great Northern Rail Road Company, No. 17, Commercial Place, for the following work and materials, to wit—Cutting and clearing the timber from the line of the railroad one hundred and fifty feet wide, commencing at New Orleans and extending forty-six miles to the highlands north of Pass Manchac. Contractors will make their bids at the rate of —— dollars per mile. The line will be divided into sections of one mile each, commencing at New Orleans with No. one, and thence proceeding in regular succession northwardly.
Proposals will be received at the same time for the road-way formation at the rate of —— cents per cubic yard, for excavating and embanking. Planters desirous of clearing the roadway, or of executing the excavations, embankments and drains through their plantations, are invited to call at the office of the Railroad Company.
TIMBER—Proposals will be received at the same time for thirty thousand piles, ten inches square and from twenty-five to thirty feet in length. Said piles to be of best yellow pine, and free from sap for sixteen feet from the butt. Also, 180 thousand lineal feet of scantling, either the heart of yellow pine or cypress, eight by ten inches square, and in lengths of twenty-four, twenty-eight or thirty-two feet. The said piles and scantling to be delivered in equal quantities through the months of November and April next, inclusive, and at the following places: One fourth to be delivered on the western shore of Lake Pontchartrain; one-fourth at the south Pass Manchac, near Lake Maurepas; one-fourth at the north Pass Manchac, near Lake Maurepas, and the remainder at a point on the highland where the road leaves the swamp. Proposals will be received at —— cents per lineal foot, both for the piles and scantling.
For further particulars apply at the office of the Railroad Company.
N. B.—Proposals will also be received between the 1st of September and the first Monday in October next, for grubbing, clearing and executing the grading of the remaining portion of the railroad, (forty-one miles,) between the swamp and the State line. This division is highland throughout. JAMES ROBB, President. JOHN CALHOUN, Secretary. jy16

New Orleans, Jackson and Great Northern Railroad Co. NEW ORLEANS, April 28, 1852. PUBLIC NOTICE is hereby given that books of subscription to the Capital Stock of the New Orleans, Jackson and Great Northern Railroad Company are now open at the office of Company, No. 17 Commercial Place, and will remain open for four months, in Louisiana and Mississippi, in accordance with the seventh section of the charter. H. S. BUCKNER, Pres't pro tem. JOHN CALHOUN, Sec'y. a28

Office New Orleans, Opelousas and Great Western Rail Road Company. NEW ORLEANS, 25th June, 1852. WHEREAS, it is provided by the 13th section of the charter of this company that, if any subscriber for stock shall be taxed by virtue of any law or ordinance for the payment of subscriptions to the company, he shall have the right of redeeming the number of his shares by an amount equal to that of the tax so imposed, but this right must be exercised within 30 days from the date of the law or ordinance, after which time it shall not be allowed. And whereas the ordinance submitted to the tax payers of this city has been duly ratified and official publication made thereof on 22d inst. Notice is hereby given that subscribers to the capital stock of the Company, who desire to avail themselves of the provisions of the above section, must file their applications with the Secretary at the domicil of this Company on or before the 22d July next. By order of the Board. A. F. FLANDERS, Secretary. je26-lawtw

St. Xavier College. THIS institution, situated in Cincinnati, Ohio, will re-open its classes for students, on the first Monday of September next. Two of the Professors, at present in this city, intending to return on the 27th August, will take charge of young gentlemen entrusted to their care. Terms and other particulars can be ascertained on application to Rev. J. Boudreaux, corner of Common and Baronne streets. A. H. KERNION, jy30 1m 47 Bienville st.

14 Conti, bet. Chartres and Levee. B. ANTOGNINI. BILLIARDS and Patent India Rubber Cushions—guaranteed superior in every respect to all those used up to this time. Keeps always on hand, new and second hand Billiard Tables, and all articles concerning that game. Also, complete set of Loto and Ten Pin Alley. Persons wishing to examine these new India Rubber Cushions, will please call at his new Establishment, 93 Common street, near the Verandah, at M. Lucas Orlich. jy30

Japanned Cast Iron Mantle-pieces, with grade complete attached. THE undersigned having been appointed by the manufacturer, sole agents here for the sale of this beautiful article, which very recently has superseded the wooden mantle pieces now in use, invite the public, and the builders specially, to call and examine them at their store, where they will receive any and all orders to any extent, and at a cheaper rate than the wooden article, including cost of grate, can be had here. B. MAUTRE & CO. jy29 1m 23 Conde st.

W. [illegible], PIANO MAKER, 179 Royal street between Toulouse and St. Peter. PER ships Amelia and Elizabeth, from Havre, just received and for sale, an assortment of Erard's celebrated Pianos of Paris, consisting of Grand Pianos, Piccolos, Obliques Pianos of 6¾ and 7 octaves. His Pianos are fully guaranteed. Tuning and repairing promptly attended to. Pianos to hire, and taken in exchange. au6

A Grand Choice of Pianos, *At manufactory prices, on account of liquidation.* A. PERIER, 310 Royal, between St. Philip and Ursulines streets. A Splendid assortment of PIANOS, of Pleyel and Erard's manufacture, patent iron system Pianos, Piccolo, of 6½ and 7 octaves, at $200, $225 and $250. Pianos, Pleyel and Erard, large size, at $300 $350 and $400. HARMONIOUS ORGANS of three registers, or [illegible] at $100 and $150. MIRROR PIANOS, upon which persons ignorant of music can execute in one lesson, any Mazurka, Polka, etc. The Mirror enables the performer to see the movements of the instrument and of the hammer on the wires. d10

L. B. [illegible], VETERINARY SURGEON, graduate of the Veterinary School of France, begs leave to inform the [illegible] and the public in general, that he will reside in this city, to practise his profession. [illegible] will attend to all domestic animals, such as horses, mules, cows, &c. He will also take charge of sick animals. He keeps at his office, a record for the sale and purchase of animals. His office is open daily from 12 o'clock m. to 3 o'clock p. m, at 115 Chartres street, between St. Louis and Conti streets. ap17-1y

American Criminal Law, 3d Edit., &c. TREATISE on the Criminal Law of the United States, by Francis Wharton, Esq. Second Edition, greatly enlarged and improved, 932 pages, 1852. SEDGWICK on the Measure of Damages. Revised and greatly enlarged, Second Edition, 1852. GREENLEAF on Overruled Cases; just received and for sale by ALEX. LEVY & CO., Law Book Sellers and Stationers, jy3 51 Camp street.

ON THURSDAY 29th July, a Grey HORSE, black spotted, Stamped C on the left shoulder, took refuge in the House of the undersigned. The owner is requested to claim the same and pay the costs. a3 3t JOSEPH SERO, at Gentilly.

To Store Builders, Cabinet Makers and Carpenters. BY the burning of my Mill on Saturday night, I have lost all my stock of MAHOGANY, ROSEWOOD, CEDAR, and NEWELLS and BALASTERS, but having a stock of Mahogany and Cedar Logs on hand, and having made arrangements with a saw mill to saw my logs and a turning shop to do all turning, I shall be prepared in a few days to fill all orders that may come in. I have a large lot of White Pine Lumber, and I shall have an assortment dressed; Also, an assortment of [illegible]. As I have goods situated on the Levee, [illegible] and St. Joseph streets, my assortment of Cherry, Walnut, Ash, Oak, Clear White Pine, &c., is complete. Office at No. 13 St. Joseph street. a3 3d1w HENRY T. SHERMAN.

Inundation—Notice to Planters. Z. GRANIER'S BLANKETS. H. De GOER & RIFFLAND, Sole Agents in the United States, beg leave to inform the Planters and Merchants who use Granier's Blankets for their negroes, that they have only received 300 bales instead of 5 or 600, which they are accustomed to receive. The manufactory of Z. Granier having been carried away by the inundation, will not be able to furnish this year the quantity needed. a3

For Sale up to the first September next. MR. U. LABOUSSINI, being obliged to leave the city by order of his physician, we will sell any one of our two Stores, which are among the best patronized and in the best location. Apply on the premises. U. LABOUSSINI & CO., Red Stores on the Levee and corner Baronne and Poydras sts. P. S. We are determined to sell after this day at costs prices, in order to diminish our Goods, and have the lease renewed with less capitals.

FOR sale by the undersigned to close consignments: 300 boxes Bordeaux Claret of 12 and 24 hf bottles; 125 casks do different quality; 75 boxes Madeira, Spain and Portuguese wines; 60 pipes French Cognac, different brands; [illegible] for sale at reduced prices by HENRY VALETON. au3 30 St. Louis.

Apothecary Wanted. AN Apothecary Clerk will find a good situation in an apothecary store of the city. The best reference will be required. Apply at the office of this paper. au3f

LANDING ex ship Arthur, from Bordeaux, and for sale by the undersigned—100 casks Claret; 10 do. white Wine; 50 bbls do. CHS. CAVAROC, au3 26 Bienville st.

TOWN OF ALGIERS, July 31st, 1852. THE undersigned hereby notifies all persons not to [illegible] credit on his account his wife Marie Augustine [illegible], as I will not pay any debts of her contracting. H. D. LOBIOT.

THE ship ARTHUR from Bordeaux, is now landing her cargo opposite the Red Stores, Second District. Consignees are requested to take care of their goods within five days, after which they will be stored at their costs and risks. V. & E. MAIGNAN, 68 St. Louis.

Neither the Captain nor consignees of the French bark, Arthur, from Bordeaux, will be responsible for the debts of said crew. V. & E. MAIGNAN, 68 St. Louis st.

Removal—P. H. PETITPAIN, Auctioneer, has removed to his new Auction Room, No. 33 Bienville street, between Old Levee and Chartres streets.

[illegible]

CO-PARTNERSHIP

Dissolution. THE Co-partnership heretofore existing between the undersigned under the firm of LOISON & SILVESTRE, is from this day dissolved by mutual consent. Fred. Loison is charged with the liquidation of said concern, and will continue in New Orleans under his own name, the same line of commission and general agency business. New Orleans, July 31, 1852. FRED. LOISON. au2 L. E. SILVESTRE.

FRED. LOISON, will continue in New Orleans the commission and general agency business heretofore conducted by his old firm Loison & Silvestre, now dissolved. The undersigned being charged with the liquidation. New Orleans, August 1st, 1852. au2 FRED LOISON.

THE undersigned have formed from this date a co-partnership under the style of Kerr & Poincy, for the purpose of transacting the Flour and Commission business. ROBERT KERR, ARTHUR POINCY. July 31. au2 1m

THE partnership heretofore existing under the title of Pinaud & Magnin, has, this day, been dissolved. Mr. Magnin will alone take charge of the liquidation, and will conduct the business under his own name. New Orleans, 29th June, 1852. E. PINAUD, X. MAGNIN. je30

Notice. THE partnership heretofore existing in this city under the commercial firm of Barriere, Lacapere, & Co., is this day dissolved by limitation of contract. Charles A. & Thomas G. Barriere will use the signature of the late firm in liquidation. CHARLES A. BARRIERE, FIRMIN LACAPERE, FRANCOIS G. BARRIERE. New Orleans 1st June 1852. je1

THE undersigned having formed a co-partnership under the firm of Charles A. Barriere & Brother, will continue the business as carried on by Barriere, Lacapere, & Co. CHARLES A. BARRIERE, FRANCOIS G. BARRIERE. New Orleans, 1st June 1852. je1

THE undersigned have formed a co-partnership under the style of AVET BROTHERS, for the transaction of a general grocery business as per act passed before A. Chiapella, a notary public in the city. FRED. AVET, J. R. AVET, J. AVET, in commendam. The undersigned will henceforth do a commission business. jul7 J. AVET.

Partnership Notice. F. FRYER informs the public that she has taken in partnership Mr. and Mrs. Berny, her nephew and niece. The firm will henceforth be Berny, Fryer & Co. Mr. and Mrs. Berny are both empowered to sign for the firm. The new firm will carry on the same business as heretofore, and Mrs. Fryer will devote her time and attention to the purchase of such goods as Parisian taste and fashion will sanction. my 18

Notice Is hereby given to persons who wish to have boats or ships towed up or down the river, that the steamboat DANIEL BOONE, of superior strength, will make three regular trips every week from New Orleans to Plaquemines, Iberville. This boat taking no freight when going up, will be able to perform the towage at very moderate rates. Apply to PAUL LACROIX, my12 13 Toulouse st.

Twenty-five Dollars Reward will be paid for the delivery, at No. 50 Dauphin street, between Bienville and Customhouse streets, of the mulatress slave ANNA. She is about five feet high, aged 30 years, rather stout, of light complexion; she speaks both English and French, talks in a low sweet voice and is noted for her skill as a washerwoman. She has left the house of her Mistress, Mrs. L. T. Caire, about the 15th of April last. ap29

FIVE DOLLARS REWARD! Will be given to whoever will bring to No. 114 Bienville street, the negro Woman CHARLOTTE. She is about 45 or 50 years of age, speaks French and English, and has a small scar on her face. jy28-5t

One Hundred Dollars Reward. RAN away on Tuesday, the 5th of August last, a mulatto boy named ROBERT REED. He is a light mulatto, between 30 and 35 years of, about 5 feet 6 inches in height, weighing about 140 pounds, and has a cross and [illegible] foot. The above reward will be paid for the delivery of said boy to the undersigned. He is supposed to have escaped to a free State. al tf F FABRE & CO, 96 Magazine st.

Twenty-five Dollars Reward. RANAWAY, the mulatto man named WILLIAM WHITE, aged about 25 years, light complexion, five feet four inches high; stutters when he speaks fast. The above reward will be given to whoever will lodge him in one of the jails. jy22 PIERRE POUTZ, 93 Customhouse st.

DETAINED at the Police Jail of the second District, GLOVER, griff, aged about 27 years, 5 feet 6 inches high, strongly built, said to belong to Mr. Joseph Todd, living in the town of Louisville, State of Mississippi. ROBERT, griff, aged about 20 years, five feet eleven and a half inches high, has a scar on the forehead, he is very slim and to belong to Thomas Victor, Bourbon county, Ky. JOHN, griff, aged about 28 years, 5 feet 6 inches high, has some small scars on the face. Said to belong to Mr. Frank Fuller, on the Ouachita river. The owners of the above slaves are requested to claim the same agreeably to law. au2 21w E. PLANCHARD, Keeper.

THE SCHOOL VACATIONS will enable Teachers or Pupils to become elegant writers. [illegible] at DOLBEAR'S WRITING AND BOOK-KEEPING ACADEMY, 56 Canal street, established 1832. ☞ Private classes for Ladies. Gentlemen attended to at home. Persons well qualified, can command from $1000 to $3000 in good houses. Merchants apply here for Clerks and Book keepers. jy19 1m RUFUS DOLBEAR, 56 Canal st.

Garden Seeds. A fresh assortment for Fall Planting just received at our Seed stores, No. 20 Canal st., and 139 St. Charles st. GAY & NELSON. jy29 30t Seedsmen, Nurserymen and Florists.

J. MENARD. 181 Old Levee, between Hospital and Barracks. *French Garden Seeds—Crop of 1852.* HAS just received his first invoice of the [illegible] farm of his brother Charles Menard—[illegible] New invoices are expected daily. [illegible] jy27 [illegible]

BACHELIER, Seedsman and Botanist, Ursulines st., bet. Old Levee and Conde. s18

Boots, Shoes and Hats. 170 cases landing from ship Euphrasia—also, in store, 3,000 cases comprising a general and complete assortment suitable for city and country trade, for sale low on liberal terms by J. HOBBS & CO., Successors to R. G. Hollis, jy21-6t No. 12 Customhouse street.

Boots and Shoes. 152 cases boots and shoes, landing per ship Euphrasier and for sale by JOHN M. GOULD & CO., jy13 No. 8 Magazine street.

PALM LEAF HATS —Mens' and boys' Palm leaf hats in store and for sale by JOHN M. GOULD & CO., jy13 No. 8 Magazine street.

Hats! Hats! 1000 cases in store comprising a general assortment of fashionable silk, fur, beaver, Panama and palm leaf hats. For sale on liberal terms by JOHN M. GOULD & CO. my21 8 Magazine st.

[illegible] Manufactory. 67 Chartres street, and 27 Exchange Alley. BEGS leave to inform the public that he has just received a fine assortment of HATS of the last Parisian style. Also—An assortment of fancy HATS and CAPS for children—Also, hunting and riding Caps and Hats for ladies; black and colored Bonnets. Country merchants will always find a large assortment of Hats of all kinds and qualities. Also, Leghorn Hats, &c. ap16

BOOTS, SHOES AND BROGANS—[illegible] cases, now landing from ships Bay State, [illegible] and Meridian, from Boston and Philadelphia, comprising a complete assortment for country and city trade, for sale on liberal terms, by je1 G W DUNBAR, 5 Magazine st

Hats! Hats!! 200 DOZ. Fine Italian Straw Hats for men and children for sale by JOSEPH LANATA, [illegible] 11 Jefferson and 12 Toulouse sts.

CAMPEACHY HATS—3 bales Straw Hats for negroes in store and for sale by LABORDE & XIQUES, 14 je 37, Common street.

MRS. POULTNEY having [illegible] in the State of Mississippi, [illegible] informs all those with whom she is in business transactions, that Mr. JACQUES THEVARY BEAUREGARD, her brother, is fully vested with all her powers in order to represent her in the State of Louisiana. She informs also, all persons [illegible] properties situated in Lafayette, subject to the [illegible] of John Poultney's heirs, that they may [illegible] for the same, to Mr. J. L. TISSOT, Attorney-at-Law, corner of Customhouse and Exchange Alley, New Orleans. my21

SUNDRIES—15 boxes prunes, in [illegible] and jars, 30 do fruits in brandy; [illegible] butter, in whole and half boxes, for sale by FAURES & [illegible] jy24 cor. Royal and [illegible] sts.

$50 Reward. LOST last evening at about 9 o'clock, in St. Anthony street, back of the St. Louis Church, a bundle of Bank Notes of the denomination of $5 and $10, amounting together to the sum of about $300. The above reward will be paid to any one who will bring the same to the office of the undersigned Secretary of the wardens of the St. Louis Church. ART. DUBUC, au3 20 St. Anthony st.

NOTICE. THE Creditors and Debtors of AUGUSTE VINCENT ROGER, are requested to make themselves known to the undersigned, Syndic of his creditors. A. GRAILHE, au2 3t 24 St. Louis st.

Sedgwick on Damages. A TREATISE on the Measure of Damages, or an inquiry into the principles which govern the Amount of Compensation Recorded in Suits at Law, by Theodore Sedgwick. Second edition 1852, just received and for sale by ALEXANDER LAVY & CO., Law Booksellers and Stationers, au2 No. 51 Camp street.

EDWARD GUILLOT, No. [illegible] Royal Street. LATELY received by the ship Brunswick, from Havre—[illegible]