

Packages, marked as above, can be forwarded from the Freight Depot of the Western Railroad, Lincoln Street. If forwarded from the Fitchburg Freight Depot, substitute in the square, N. for W., or prefix *American to Lake Shore Route*.

If the *New York & Erie Railroad* is preferred, substitute, in the square, N. Y. & E., for W. & C., and send the packages to the Providence Railroad Depot, Pleasant Street, near the foot of the Common.

All articles not immediately wanted, had better, for economy's sake, be sent as freight. The charge per 100 lbs. from Boston to St. Louis, will be about \$2.50; average time 18 days.

SHIPPING FREIGHT. — It will be still more economical, and far better, where the quantity of freight is large, to ship it to New Orleans, and thence send it by steamer to St. Louis. In this case, mark as before, with *name and destination*; and in addition, *Care of E. M. DALY & Co., NEW ORLEANS, to be forwarded to F. A. Hunt & Co., No. 19 Levee, St. Louis*. Such freight left with Messrs. Allen & Weltch, No. 129 State Street, Boston, will be duly shipped. Freight to New Orleans, 5 to 6 cents per cubic foot; \$2 to \$3 per ton; barrels, capable of holding 150 lbs., 25 to 30 cents each. Cost from New Orleans to St. Louis about 50 cents the 100 lbs. Time, usually 20 days to New Orleans, and about the same thence to St. Louis. Insurance the whole distance, 2½ per cent.

NO PLEDGE REQUIRED. — The emigrants come under no written or verbal obligation or pledge to the Company; they leave here free agents, and it is hoped they will continue so to be. Still, knowing that the *great object is to secure freedom for all*, it is presumed that no one will be so dishonest as to avail of the advantages and privileges that may be secured through the Company's means, and then war against its principles.

If, however, Parties entertaining adverse sentiments, desire to be forwarded by the Company, it will be done cheerfully, under the full conviction that when they see