THE BEE.

OFFICIAL GAZETTE OF STATE AND CITY.
PRINTED BY JEROME BAYON.

"THE UNION *must be preserved*."

TUESDAY MORNING, OCT. 27, 1835.

We give several extracts from the New York papers of the 13th inst, brought by Captain Glover of the Southerner, a day in advance of the mail that will be received or due today.

There are various tracts of excellent land in this state not yet entered, not only along the Atchafalaya and Red rivers but in the districts east of the Mississippi. Many are anxious to purchase lands in the latter, thro or near which will be the route of the New Orleans and Nashville railroad; but the directors of this company have cautiously forbore to publish the route decided on or advised—of course not that they or their friends might have the advantage of selecting such lands as might be convenient to the railroad! but that they are compelled to delay from want of a quorum; and for the action of the Mississippi and Tennessee legislatures.

The reference of the petition for wharves opposite the upper faubourg batture, to a standing instead of a special committee, has produced more words than we had expected, considering that the gentleman who moved to refer it to a special committee that he might be its chairman and reporter, is a member of the other committee; and at liberty to present a report, should he find himself in the minority.

Alderman Gaiennie is chairman and reporter of the committee to whom it was referred; and there is scarcely a member of the council more useful, and less addicted to sectional feelings than he. We have minutely watched his proceedings, during the present year; and with the exception of his conduct concerning the railroads in the upper faubourg, we were pleased with all he did; and perceived that he was always awake to the interests of the citizens generally as well as his own constituents. We have therefore no fear for the fate of the petition in his hands; altho we hope he will think for himself on the project proposed: for it is not necessary he should adopt it as presented. A levee made in the lineation proposed for the wharves would answer better than wharves between Common and Delord streets; and wharves would answer from that to Lacourse street.

He should not enter minutely into the remarks of the memorialists, else he might find much to condemn. For instance it is rather singular to tell the council that nearly all the best products of the state bordering on the Mississippi and and its tributaries are annually deposited within the limits of this part of the city, where every convenience and accommodation have been prepared for their reception at the expence of millions! This is rather extraordinary language, considering that the writer of the memorial has his depot elsewhere than in said part of the city; and that there are various cotton and other factors also, residing in the upper faubourg, who receive extensively the agricultural produce of the western states. The memorialists would have effected their object with less pretensions, and more regard to the merchants of the central and lower parts of the city; and they should have known that tho there has not been an expence of millions' in building useless and untenanted stores on speculation in these parts, yet that they are becoming densely populated. The memorialists might also have compared the expenditures and revenues of the upper and lower cotton press as a tolerably fair standard of correlative business done in accommodations for agricultural produce. The upper cotton press cost nearly double the lower, yet it can scarcely pay the interest due on its debts less than one-third of its cost—while the lower cotton press has made more in money and property for its stockholders than the dividends of any banking stock in the city.

These sentiments are those of two correspondents, rather than our own; for we would highly approve of any feasible project for the construction of an eligible port for the upper faubourg—particularly such an one as would have a levee opposite the batture for the landing of steamboats; and wharves higher up for the mooring of ships.

The realization of a loan to the Citizens' Bank, by European capitalists, is an object of interest to New Orleans and the state. The London monetaries who are already involved in the banking capital of the state have previously delayed, on account of their jealousy, the loan to the Citizens' Bank—being capable of affording equal security for investment, and greater for interest, that the loans already made by the Barings and Wilson: hence their jealousy degenerated into opposition to the loan lately attempted to be raised in Holland. Their influence and the bad management of the commissioners previously sent to negociate the loan frustrated it. But the commissioners sent this year have succeeded so far as to get the London capitalists to forego opposition, and even to forward the loan, provided it shall be effected on the continent; and it is not unlikely that it will shortly be effected in Paris, to the whole amount required. The rumors relative to abolition have had a very prejudicial influence on the stocks of the southern states in the money markets of Europe; and hence also another delay in negociating the loan during the present year. The dissensions of the south and the abolitionists of the north have exercised an influence injurious to our peace and prospects at home, and to our credit and commerce abroad: for they bedim us to and separation.

We are particularly anxious about the fate of the present negociation, relying as we may on the tactics and assiduity of the present commissioners—on account of having *bona fide* not (as too general) nominal capital for our banks; and on account of the purposed operations of the company in works of internal improvement in the vicinity: for the company of this bank are authorized and required to construct a canal from the Mississippi at the lower limits of the city to the bayou Bienvenue, which can be done in a distance of 5 miles; and open thereby the navigation of lake Borgne to the merchants and traders of the southern parts of New Orleans. The company were also authorized to construct railroads in any part of the space between the Pontchartrain rail road to and within the parish of St Bernard.

Were the Citizens' bank canal completed, it would be a successful rival for the Orleans bank canal—perhaps it would prove superior; for tho the canal of the upper faubourg might monopolize the trade of lake Pontchartrain, the canal of the lower faubourg could almost monopolize that of lake Borgne—at least the banking company seem resolved that they shall have it; and no others: for tho the legislature has granted permission to the Pontchartrain railroad company to construct a route to lake Bourgne, the Citizen's banking company are resolved that their powers shall be prevalent in controlling all the district from the Gentilly road, east and south; and what is worse, they are resolved to use their own time in constructing their canal and railroads—altho they have funds sufficient to commence operations; and that their measures would in a couple of years compensate their outlays.

The Citizens' banking company have a period allowed them of 8 years wherein to finish the public works enjoined on them—2 of which have elapsed; and the Pontchartrain railroad company have 3 years—1 of which has nearly transpired. The latter company can construct a railroad from any part of their present line to lake Borgne, the Rigolets or Chefuenteur, provided it does not cross the line of the canal to connect the Mississippi with bayou Bienvenue. Their railroad must therefore be earlier in operation than the canal of the banking company; and their priority and privilege of constructing a harbor at lake Borgne, even at the mouth of the bayou Bienvenue, if thought proper, may give them a decided advantage in the navigation of that lake as well as lake Pontchartrain: so that the bad policy of the Citizens' banking company may defeat their own interests; and afford a decided triumph to their energetic rivals of the railroads.

The Louisiana Journal complains, bitterly of the nonfulfilment of the act of last session, requiring a bridge to be constructed across Thompson's creek, which is impassable two thirds of the year; and greatly delays or obstructs the mails.

We are afraid that there are more causes of complaint against the board of public works than the above; for no part of the act authorising the purchase of negroes for the improvements of the state has been enforced; and we have heard that during the past three months, there has not been a regular session of the directors—most of whom have been absent on summer excursions.

There are two arguments indeed in favor of the board of public works—1st, the act is so worded as to be inconsistent in its provisions, and impracticable in effect—and 2d, there are no funds in consequence of the repeal of gambling licenses, and no law passed for raising substitute revenues. All the state improvements are therefore thrown aback.

We are pleased to hear of the progress and energetic determination of the Draining company in their operations, plans and surveys. They have already commenced their works on one section, which will be completed by the month of January; and they will commence a second section, as soon as the plan shall have been made—that bounded by the N O canal; the Metarie ridge, the canal Carondelet and the city, comprizing much of the cypress swamp.—They have had intersections made thro the forests to take the levels throughout the extent; and were now waiting only for the plan. The third section will be that comprized between the Bayou and Pontchartrain railroads; and the city and bayou St John.

To understand the plan of operation, it will be necessary to remember that the Metarie ridge intersects the swamp rear of the city; and forms a natural levee. The company will drain the lands on the city side of that ridge before attempting those between it and the lake. In a general view therefore all the swamp on the hither side of the Metarie road may be called the first section.

The bayou St John flows thro the whole of this section, and forms the natural level and chief bed for all the waters in it. Near to the N O canal, the bayou has three forks, into which canals or deep ditches can easily discharge the waters east of that canal and west of Carondelet; and two of these are already in existence from Gravier and Canal streets, which will prove efficient when deepened, and strengthened by levees; and when ditches intersect them between the navigable canals and between the Metarie ridge and the bayou. This will drain that part of the swamp rearward of the faubourg St Mary, which will have one or more engines as required placed immediately at a dam thrown across the bayou beyond canal Carondelet, to protect all the water into the bayou St John. This will be commenced in a short period, despite the bravadoes of the mayor.

The second division is that now under operation, and will only require that canals Carondelet and Girod should have embankments and the latter be deepened, while ditches run into it from the Bayou road. At the extremity of canal Girod which runs directly through this division, an engine or two will be placed to cast the waters into the bayou: and this will drain the whole extent of the city proper.

The third division will extend to the Pontchartrain railroad, and will have also ditches intersecting it and flowing into the bayou St John; where a third engine will be placed.

It will be perceived by this cursory sketch that the three engines to drain the entire swamp on the city side of the Metarie road, will be erected on the bayou—one at a dam thrown across the bayou west of canal Carondelet, to drain the division between that and the New Orleans canal; another west of the intersection of canal Girod, to drain the intermediate division terminated by the bayou road; and the third at that part of the bayou where shall be found the best level for raising an embankment between it and the Metarie ridge—whence a levee will also be raised on both sides of the bank of the bayou St John from the position of the exterior engine; being about 13 arpents in length.

The company will not therefore labor under the disadvantage apprehended. There are several canals existing, of which they can take advantage. They will have only to strengthen the embankments of the N O canal in two or three places; to raise levees on the canal Carondelet, and to deepen and extend the canals leading to the bayou from Gravier, Canal and Orleans streets. The ditches that shall be made to intersect those canals, will be the sewers or gutters of the faubourg streets running parallel to the Mississippi—of which the company have already a complete plan: and this will subserve a double purpose in re-claiming the lands and protecting the suburban parts of the city as far as the Metarie road.

Engines constructed on the rotary principle are those most likely to be adopted. Two will at first be placed at the middle division of the section at canal Girod, to test and verify their power—each of them is said to be able to cast till 150 cubic feet of water a minute. If this calculation should be proved true on experiment, 300 cubic feet of water can be discharged in an hour—which is almost sufficient to empty a river; and must thoroughly drain the whole of the city proper, even if the land was as a sponge.

The experiment made by Mr Gormley with engines on the principle of Archimedes' screw has been effective in draining the Orleans canal in 24 hours, although they have not one half of the power of the rotary engines—a tough proof which may be seen at the government house.

We can therefore entertain no doubt whatever of the success of the Draining company's projects; and we might have expected to witness the whole of the section rearward of the city drained before next summer, had sufficient shares of subscribed stock enabled them to commence operations simultaneously on the separate divisions.

LATEST FROM EUROPE.

[From the London Morning Chronicle of Sept 7.]

Letters and papers from Paris both draw our attention to the simultaneous counter orders despatched to all parts of France against carrying into effect the reduction of the army, which divers votes of the chamber of deputies imperatively require. And it is not without considerable alarm that we find the troubled state of Spain assigned in the Journal de Paris, the French ministerial paper, as one of the causes of this augmentation. The Constitutionnel, indeed, attributes such precaution to things from Kalisch, whither, it asserts, one of the brothers of the house of Rothschild has been immediately with the view of raising a loan for the new Italy alliance. We hope that a French government springs from the revolution of July is not about to plead the same excuse for engaging in an intervention in Spain as was pleaded by the government of Louis XVIII, viz that France must carry war beyond the Pyrenees if she would avoid having a war upon her eastern frontier.

The events of Spain are indeed grave. The union of the kingdom of Aragon with Catalonia and Valencia was proclaimed at Valencia on the 22d. The intendants resume the payment of orders made by the royal treasury, paying on the contrary three millions of reals into the hands of the Junta. These progressive steps to independence on the part of the provinces are the consequence of the utter inactivity of the Madrid cabinet. And it is greatly to be feared that the misery is owing to dependence on France, and a wish to prove to that country the indispensable necessity of intervention.

The Saragossans were alarmed on the 25th, according to the Sentinelle des Pyrennees, by the news that Quesada was marching against them, with 10,000 men. They recalled, in consequence, the Urbans, which had gone against the Carlists, and proceeded to make preparations for defence. But we see no foundation for their fears, though we receive Madrid papers of the 27th.

The Indicateur of Bordeaux, of the 3d instant says:—"We are informed at the enrollment in France of volunteers for Spain has been suspended by orders from the government. The measure is said to have been taken in consequence of the Spanish government not having sent to the frontier any agents to receive the volunteers, or money to clothe them, which is regarded as announcement of the engagement entered into by its ambassador at Paris. Such of the volunteers as have already reached the frontier have, nevertheless, entered Spain by detachments of fifty men each. The proceedings against the monks are going on. At Valadolid, Toro, Cadiz, and Carthagena, they have driven out, and the different government and municipal officers have been superseded. Blood has been shed at Grenada, from the imprudence of the military in opposing the people, who, with the national guards, fired upon the troops that abandoned the town. Arguments has been created."

The commission of the chamber of peers charged with examining the law against the press, met for formsake, remained together about two hours, and its reporter, M de Barante, had the report ready by Saturday, when it was read in the chamber. The Temps observes, that M de Barante had scarcely time to write off a code, much less draw up or weigh maturely such a document.

But every thing relating to these laws, says the same paper, is marked with precipitation and illegality. Article 14, for example, orders by mistake that fines shall be paid not into the treasury, but into the caisse des consignations. The chamber alone ought to rectify, or ever has dared to rectify, a mistake of the chamber. But now the Moniteur undertakes this task, and coolly rectifies art 14 of the law.

The Courier Francais says:—"Of the 226 deputies who on Saturday voted for the law against the press, 108 occupy places paid by the government, and he at the will of ministers. The others are mayors, or members of councils-general bankers, or government contractors, or privileged men, such as M Vigier for his baths on the Seine."

The Journal de Paris informs us that the Carlists expedition towards Catalonia was at Organia on the 31st, menaced by Gurrea and General Pastors. Organia is in Catalonia, not fast from sea d'Urgel. The Carlists have, therefore, penetrated into Catalonia; but instead of entering the heart of the province, have been creeping among the mountains and difficult country at its northern extremity. Letters in the French papers state, that the expedition was undertaken chiefly for the purpose of raising contributions and provisions. There can be little doubt that its aim was to take advantage of the present distracted state of Catalonia, and to be at hand if a rising for Don Carlos could be effected in any of the considerable towns. The Count d'Espagna had promised and was evidently exerting himself to produce this result, but in vain.

The Abeja, of the 27th, publishes a proclamation by Gen Pastors, warning the Catalonians against the intrigues of carlist emmissaries. It is to them, no doubt, the Journal de Paris alludes, when it mentions that attempts had been made to excite fresh troubles at Barcelona, but that the news of putting down the Madrid insurrection had come to quiet them. This would hint that the liberals not the carlists were stirring to fresh insurrection. But surely the liberals have all they wish. Forty companies of sedentary national guard were enrolled at Barcelona, in order to allow the Urban militia to volunteer, and march with the regular troops against the carlists.

Liverpool accounts of September 7th state, that Lucien and Joseph Bonaparte arrived there on the Friday previous, from Chester, and were at the *Adelphi* hotel. The latter took his departure for America in the packet ship Monongahela, which vessel sailed in company with the England. The Liverpool Times remarks, "the patriot returns to visit his estates as well as his friends, in America, where he has made himself deservedly popular, during a residence of some sixteen of seventeen years."

House of Lords.—Mr O Connell has given notice that he should do, in the next session of Parliament, move for the appointment of a select committee, to inquire and report whether it be necessary for the maintenance of the rights and liberties of the people of Great Britain and Ireland, that the principle of representation shall be introduced into the other house of parliament.

London, September 5.—Twelve o'clock.—The consol market has been during the morning without any feature of the slightest importance, and the quotations steady at 90 1-3 1-4 for money, 90 1-2 buyers for the account, and continue 3 3-8 1 2 premium.

In the foreign market business has also been very limited, and the variations unimportant. Spanish stock is 41 to 1-2, scrip 18 3-4 to 1-4 discount, deferred 17 to 1 2, and passive 11 to 1-2. Portuguese regency bonds are 86 3 4 87 1 4, the three per cents 55 3 2 56 1-4; Columbia 31 1-2 32, and Mexican 35 to 36.

American Stocks, London, Sept 3—New York 5 per cents 102; 6 per cents 110-11; Pennsylvania 101 1 2 2 1 2; Ohio 6 per cents, 110 11; Louisiana Barings, 102 1 2; do Wilson's, 93 1-2; Mississippi, new, 6 per cents, 110; Alabama 5 per cents 96 1-2; India 5 per cents, 96 1-2; United States Bank, L25 5s; Louisiana State Bank, L25 15s; Bank of Louisiana, L26 10s; New York Life and Trust, 96 1-2 97, Exchange 9 1-2 to 3-4.

New York, Oct. 13.

From the Mediterranean.—We have seen a letter, per brig Magnet, arrived at Boston, dated on board the U S ship Delaware, Palermo, Aug 11, at which time all were well on board. The Delaware was to sail in 3 or 4 days for Naples, to take Commodore Patterson's family on board, after which she would proceed to Port Mahon, where it was said they would find the relief frigate Constitution. In that event they would immediately sail for the United States. The U S ship John Adams was in company with the Delaware.

57 shares New Orleans Canal Bank stock were sold at New York on the 12th inst at 107 1 2 a 107 3 4, and 50 do Planters Bank, Miss 125.

Ohio Steamboats—The number of new steamboats built on the Ohio this year, between Pittsburg and Louisville, we learn from the Wheeling Gazette, is completed at no less than fifty. Of these, 35 are for the Southern and western states—leaving 15 for the trade of the Ohio, and making the whole number employed on this river 60—which, it is estimated, transport up and down annually a total amount of 43,200 tons of merchandize, of which the down freight alone is estimated at $14,800,000 independently of the immense quantity of freight in keel and flat boats, and also of vast quantities of lumber. The value of merchandize transported up the river is estimated at $1,500,000—making the total value annually 16 millions of dollars!

The celebrated Weyer's Cave, in Rockingham county, Va. is about to have a formidable rival in a range of subterranean apartments recently discovered in the adjoining county of Augusta. The appearance of the cave, when illuminated, is thus described:

"The stately columns, reaching from the base to the summit, representing the five orders of architecture, with the most beautiful spar, as white as snow, interspersed among the columns in imitation of human figures, birds, tortoises and various other animals, present to the spectator one of the most sublime and beautiful scenes that can be imagined."

An incident well applied.—There is as much good sense in the following article, from the Philadelphia Gazette, as we have met with, in the same space, in many a day:

Some thirty odd years ago, when we belonged to the age that delights in the cry of fire and the noise of the fireman's trumpet, we, like other youths, were fond of playing an engine, and on one occasion recollect a position in which we were placed whilst directing the pipe. The spot at which we aimed appeared to us to be the proper one, but we were constantly annoyed by the cry of "play here," from one quarter—"play there" from another, and "play here" from a third. We soon found that each man formed his judgment from the actual position he occupied, and that we had a better ground for our judgment than either, as to the point at which the engine could be brought to bear with effect. Since we have become the editor of a newspaper, we have often thought of the old fire-scene. "Play here" says one—"play there" says another—"play here" says a third. We believe our true course is now, as it was then, to judge for ourselves, as to the best course to be pursued, and to play in the direction in which, in our humble estimation, we shall be likely to do the most good.

The subjoined extract from the Hon. Lewis Cass, Secretary of War, strikes at the foundation of a large Texas speculation. The government will not purchase the Mexicans to be intruded on by wandering Creeks, and particularly when that intrusion would be in violation of treaties. The opinion of War Department will no doubt disconcert all we Alabama and Georgia land lawyers, but in a large majority of the states on Indian Territory, will indemand correct and conclusive. With the appearance of this document many golden "ifs" will pass away.

"That the Creeks project of emigrating to Texas cannot receive the sanction of the United States. The presence would give just offence to the Mexican Government; and you will therefore sign fly to them, upon all proper occasions, that in the attempt they will not receive the sanction and countenance of the United States. There is ample room for the Creeks, in ample sufficiency, both in extent and fertility, for permanent establishment and subsistence; and the repugnance which you think they evince to going there is not one which ought to be yielded to. I am apprehensive from what you state, that they have been encouraged in this project by some persons in Texas, who are desirous of procuring their money, and who would lead them into difficulty, both as regards their title and their political condition.

"I do not understand from your letter, whether or not the Creeks are about to address a communication to the department on these subjects. If they do, the answer given will be in conformity with these views. If they do not, you will seek some proper occasion to convey to the Creeks the sentiments of the government on the subject.

"In all your intercourse with them however, I would thank you to impress upon them the necessity of an immediate and entire removal. No other course remains promising them the slightest chance of eventual improvement, or even of existence."

COMMERCIAL.

NEW ORLEANS MARKET,

October 13th, 1835.

Business continues very dull, some movements are also to be made in cotton transactions, but operations are as yet inactive—Sugar is still in slight demand, and Flour fluctuating inconsequence of the small supply in the market and incidental arrivals. There is no variation in our last quotations in any article specified.

COTTON—300 bales Louisiana at 17 1 2 a 18 c.
25 do do 17 1 4
84 do do 17 1 2
26 do do 17 1 4
24 do do 18
35 do do 16
215 do do 16 1 2
300 do in twenty—sales not closed.

SUGAR, N. O—sales 12 hhds. 2d 1 quality at 8 3-4 c dull.

TOBACCO—6 to 8c—nothing doing in this article

MOLASSES—very dull.

FLOUR—$8 1 2, sales—asking 8 3 4 to $9—some arrived.

COFFEE, Ha.—13 1-2 to 14 c; St Domingo 12 1-2 c Rio 13 1-2.—dull.

RICE—None good in first hands.

CORN—70 cts per bushel.

CORN MEAL—Kiln dried $3 to 3 1-2 per bl; or linary $2 1-2 to 3; small demand.

BEEF, mess—$12; prime 10.

PORK, mess—$17 to 17 1-2; prime 15.

LARD—9 to 9 1-4 cts.—Sales of 1000 kegs.

BUTTER (Goshen), 28 to 30 cts; getting up—Western 12 to 15 cents.

COD FISH—$1 25, per box.

MACKEREL—$6, 7, 8.

SPERM CANDLES—35 to 37 cts.

Mould, do. 12 1-2 a 15 cents.

SPERM OIL—100 to 105. Tanners do 45 to 48.

WHISKEY, Rectified—36 to 36 0-2 cts—dull.

BAGGING, Western—34 cents, sales.

BALE ROPE—14 cts.

LEAD, Pig—5 3-4 a 6 c.; bar, 6 3-4 cents.

Shot—$1 87 1-2 per bag; sheet, 10 c. fair demand.

TAR, PITCH and ROSIN—No variation.

Liverpool Market, Sept. 4.

Cotton—A considerable revival of demand took place on Saturday and Monday, when an advance of 1-4 to 3-8 d. per lb. was in several instances obtained upon the previous sales of the preceding week; since that period, although there has been a steady inquiry from the dealers and spinners, the quantity offered has been so abundant, that the market has become heavy, and the prices of the common and inferior qualities of American have receded to the quotations of last week; Brazil and Egyptian are 1-4 per lb lower. 1200 American, 800 Pernambuco and 100 Surat have been taken for speculation, and 1750 American and 100 Maranham for export,—There were forwarded into the country unsold during the past month, 2800 American, 200 Brazil, 400 Egyptian, 500 Carthagena, 80 Surat and 2000 Bengal. Sales of the week 18990 bls of which 120 were Sea Island at 21 1,2 a 39d; Stained 10 1,2 a 28; 4300 Bowed Georgia 8 1,4 a 12d; 3850 Mobile, Alabama and Tennessee 8 1,4 a 12 1,8; 7330 New Orleans 8 1,3 a 12 1,8, Stock on hand 267800 bales.

The sales of Tobacco consist of 100 hhds. principally stemmed, to manufacturers, and 90 hhds Kentucky and Virginia leaf for export, the Kentucky leaf brought 6d per lb other descriptions were sold at steady rates.

Liverpool, Sept. 8.

The sales of Cotton were 4500, and yesterday 2500 of which 500 Americans were for export. Market very dull.

FOR SALE—On account of departure—A griff woman about 25 years old, from her childhood in the country, speaking English and French, a perfect washer and ironer, guaranteed against all vices.

Price: $1,500 payable at 6 months, for good approved endorsed notes.

Apply to Mr Pollock, notary public, 103, Royal street. oct 31—5

Marine News.

PORT OF NEW-ORLEANS.

CLEARED.

Brig America, Williams, Charleston. J W Barelli

ARRIVED.

Schr Shark, Davis, towed to sea ship Hortensius; brought up ships Byron and Margaret Forbes, and schr Hanna Elizabeth. Reports at the bar ship Geo Cabot from Boston, and a brig name not known.

Steamer Lyon, Hubble, towed to sea ships Citizen and Lowell and brig Alcyone, brought up ship Southerner.

Ship Margaret Forbes, King, 18 days from New York

Ship Southerner, Glover, 10 days from New York.

Ship Byron, Ackerman, 55 days from Liverpool (at the Point)

Ship Clarissa Andrews, Thompson, 10 days from Boston.

Schr Elizabeth Jane, Jaques, Havana

Steamer Claiborne, Dunn, Vicksburg

Steams Statesman, O Daly, Louisville

Steamer Siam, Littleton St Louis.

Steamer Gov Clarke, Ride, Louisville

IMPORTS.

Havana—Per schr Elizabeth Jane: 220 hhs sugar, &c to White & co; M De Lizardi & co; Don Jose Mira De Caballero.

Vicksburg—Per steamer Claiborne: 243 bales cotton, Burke, Watt & co; 99 do Byrne, Hermann & co; 114 do T Barrett & co; 36 Tiernan, Cuddy & co; 256 do Buckner, Stanton & co; 6 Lockhart & Arrott; 18 Martin Pleasants & co; 243 Bogart & Hedges; 68 Leigh, Maddux & co; 128 Brander, McKenna & Wright; 194 Bull it, Shipp & co; 38 Buchanan, Hagan & co; 12 N & J Dick & co; 7 A H Wallace; 218 Lambeth & Thompson.—Total 1763.

St Louis—Per steamer Siam: 2160 pigs lead Stetson & Avery; 100 bls flour J Vairin & co; 1 hhd tobacco Bogart & Hawthorn; 49 coils rope, 2 bxs mdse D Vaught, 27 pkgs mdse J Pichard; 150 sks bran M Littleton; 2 trunks, 6 bxs, 1 chest E L Tracy; 86 sks oats, 5 bls beans, 8 kgs butter Hollo d & Sorgenfrey; 276 sks corn J Littleton; 10 bls oil Bogart & Hawthorn; 38 bales cotton Burke, Watt & co; 30 T Barrett & co; 8 Lee & Hardy; 46 horses, 150 doz chickens and sundries to others on board.

Louisville—Per steamer Statesman: 100 bls onions Kloppenburg, Bleeker & co; 190 bls flour, 50 coils rope Championier & Gi and; 40 pc bagging, 50 coils rope, 93 bls potatoes and sundries to owners on board.

Louisville—Per steamer Gov Clarke: 500 pieces bagging, 150 coils rope, Forsyth, Goodwin & co; 17 pc bagging T Toby & Brother; 130 do J W Zacharie & co; 70 bls apples, 8 do cider, 900 head of cabbages, owners on board.

EXPORTS.

Charleston—Per brig America: 32 bls pork, 1 bbl, 1 trunk.

PASSENGERS.

Per ship Southerner: Dr Ker, messrs Janvier, Walton, Ramsay, Milligan, Olde, Harrod, J Hall, W D Walton, A Fannin, Beatty, Ferry Dwight, English, White, Janvier.

Per ship Clarissa: Capt Hall, messrs Kelly, Melisse, Brow, Thompson.

Per ship Margaret Forbes: Mrs Charlton and 3 children, Misses Kilbourn, Breco, A Carrico, Forbet Camp.

Per steamer Gov Clarke: mrs Green and son, messrs Winthrop, Sardere, McKean, Lawrence, Tate Martin, J L Cowell jr, Collins, Lyon, Horton, Jackson, Lowndes, Aiken, Gruhn, Bailey.

Per steamer Claiborne: Col Keane, Messrs Watt, lady and servant Shepperd, Kearne, Fobcher, Stephens, Hudson, Lacy, J H Greeley and.

Per steamer Statesman: Miss M Tesse, Messrs J Teste and lady, J Teste and lady, Bascomb.

Per steamer Siam: Col Sulick, Mrs Horf, Messrs Valentine, G Thrushee, Woodberry, W Patten, I V Blair, J Finley W Thompson, J Welsh, J Angell, A Le Blanc, J S Young, J White G Batt, R S Dickinson M Bayhe, G Laney, C Fredericks and family, A Landis, J Jamesson, W Happ, Beerman and son.

CLEARANCES.

Per ship Margaret Forbes, to A S Page & co: Cargo to Gaujon, Parish & co; W W Caldwell; Newton Herchkiss & co; S S Page & co; J H Field & co; W A Symington; H Lyons; W F Kerr; W T Thornhorn; Forsyth, Goodwin & co; J McBurney; Bogart & Hedges; R & J Cartell, Livaudais, Barbonnet & co; A Walley; E Lazalde & co; J G Bell; J S Watson; Ingersoll & co; C H Bancroft; L M Sh; J C Meeks & co; C Grant, B McKetman; Sunson & Campbell; Fosdick & Leigh, V David; E L Tracy; A Drane; Gees & D'Lange; Isaacson Wood & co; Thompson & Grant; J Gallaher; Hermann & co; J R Clark & co; J Colles & co; Dr Tolmento; Brander, McKenna & Wright; H M Hunt & co, Harrod & Quarles; Buckner, Stanton & co; Camp & Dubos; N & J Dick & co; J Bellow; Scanlan & Bellow; Hollist, Shipp & co; Buchanan & Hagan; Mi amond, Oldham gg & co; Layton & co; J Hall; Walker & Walton, M & B Mullen; Turner & Woodruff, H & W Hopkins; Porter & co; Whiting & Clark; A Turnoff; W & J Grant; C & H Grant; Lachaire & Samary.

Per ship Clarissa, to master: Cargo to T R Hyde & Brother; J A Merle & co; Stetson & Avdre; J Vairin & co; Egerton & Wibray; S W Oakey & co; R & J Cortes; Martin, Heanan & co; Layton & co; E L Tracy; Lambeth & Thompson; Dunnock & Lafonta; Thompson & Grant; Harrod & Quarles; W Holmes & co; J H Sheppe d; J W Stallwell; Lee & Hardy; H R Lee & co; T Brown; Whiting & Sis k; C Girard; Slater & Avis; Turner & Woodruff; J H Field & co; J Tiffer and co; J M Lellande and co; W T Thompson; Marton, Brander and co; Byrne, Hermann and co; W F Mayo; J Clark and co; G C Hodge, Burke, Watt and co; A D Gore; Lynd Terrill and co; F E Vose; Frost and Johnson; Backwell and Hyde, S Slatercord co; A Fink; W G Gorge, M Lucas, Bogart and Hawthorn, and J W Thompson.

Per ship Southerner, to A S Page: Cargo to B Hanton; W T Thompson; Byrne, Hermann and co; J Gallaher; Goodlee and Bloomingdale; Peters and Mallard; P Hall; Hyde and Gleason; Brande McKenna and W right; Alarnson, Brown and co; Thompson and Grant; L Arnaud; J S Watson; Ross and Ford; H Florance and co; L Mathews; L S Waters; Hardon and Brothers; Permele and Bake; Lynd J Dick and co; J Vairin and co; A S Page and co; Mrs Kekendall and Son; E L Tracy; W Anderson; V David; Sunson and Campbell, J Hall; Walker and Walton; Robinson and Goodwin; H English; M and B Mullen; Layton and co; Buchanan and Hagan; H and W Hopkins; J Hiddleston; F Bourcette; J H Heaney; Eastman and Brothers; W F and E D Hyde and co; J H Graham; Kohn; Baron and co; A Janes; A Quartier and Butin; J Foster; S Locke and co; Parks and Hall; Lambeth and Thompson; Lanebune and Milton; J Colles and co; J Lovell; Ingersoll and co; Buckner, Stanton and co; and order.

MEMORANDA.

Steamer Statesman, Oct. 12th, met Boston; 13th Rob Roy at Grand Chain; 24th Signal at No. 14; New York at Plumb Point; 21st owed steamer Tuscumbia from No 24 to Memphis (she cracked her cylinder head on the 19th and reshipped her freight by the Signal and New York); 22d met Boomerang at Council bend, Compromise at Walnut Bend; 23d Alert at No 68; 24th Geo Collier, Mountaineer, Black Hawk and Potosi 5 miles below Vicksburg; Pontchartrain 15 do do; Le Flore above New Carthage; Nashville below Grand Gulf.

Steamer Gov Clarke passed steamer Missourian at Princetown, taking in cotton—Champion taking cotton at Memphis. Passed on Sunday night under way steamers Caledonia: Princeton, Charlottesville and St Charles, all for this port.

Ship Southerner left New York in company with ship Yazoo.

Schr Eliza reports the loss of schr Betsey off Tampa bar on the 18th instant. Schr Philadelphia hence, in the river.

Ship Gratiot, Page, cleared at New York for this port on 10th inst.

Ship Spermaceti, Nash, hence at Liverpool on 30th August.

Off Dover, 24 Aug, the Medea, Crawford, hence for Bremen.

Hence at Gravesend, 24th Aug, ship Mohawk, Stevens

NOTICE—A meeting of the Stockholders in the steamboat Merchant, will be held at the office of the Ocean Insurance Company, on Wednesday the 28th inst. at 12 o'clock, at which punctual attendance is requested.

oct 27

HUGO C. GIESENESTER has removed from No. 67 Royal to No. 46, Bienville street.

oct 27—3

CHEESES, PERM CANDLES, &c.—140 boxes Sperm Candles; 90 casks Goa on Cheese; 150 boxes Starch, landing from ship Margaret Forbes, for sale by

LEGENDRE & SAMORY,
47, Toulouse street.

oct 27

THE subscriber have received and offer for sale the following goods now landing from sundry vessels:
14 half pipes, 16 quarter do; 8 eighths old L P Madeira Wine; 27 cases real Brimstone; 50 baskets Champaign Wine (Heidsicks band); 30 do do (J. C.) superior article; 50 baskets sweet Oil; 60 boxes Tin Plates 1-4 IX; 100 bolts Russian imperial Alexandroff sail Sail Cloth, 7 half pipes Cognac Champaign Brandy; 20 baskets Chamberlin Wine.

oct 27 A. QUERTIER & BOUTIN.

MERCHANTS Insurance Company Stocks, for sale by T. NICOLET & Co.
oct 27 90, Bienville st.

NOTICE—The public is hereby notified that the sale of five Lots of Ground situate in Carrollton, ceded by the undersigned on the 26th of August last, at Hewlett's Exchange, are hereby notified that unless they comply with the terms of sale within ten days of the date hereof. The same will be resold at Hewlett's Exchange, on Monday the [illegible] their costs and risk.

oct 15 [illegible]NETT.

FOR SALE—Nashville Bail[illegible] by
sept 18 MD[illegible]HALK.

To the Parents, to the Literary and Scientifical institutions, and generally to the Studious Youth.

THE undersigned, an old professor of law, of political economy and ancient history, has the honor to offer his services for those branches of education, as well as for the teaching of rational and moral geography, as for the eastern languages, to public institutions and private individuals who wish to give their children an elegant education.

From November 9th he will have at his house every Mondays, Wednesdays and Fridays from 6 to 9 P. M., a French and English school, and on the other days at the same hours a school for the Italian and Spanish languages. By his method of teaching, founded on eight years experience, and above all on analysis and conversation which has never failed, the willing scholar with moderate understanding, will in the course of three months be able to do without the assistance of a grammar, without committing any thing to his memory, but he will only want a blank book to insert in it some few rules and a class book, the title of which will be given to him, and which will help him together in pronunciation orthography, analysis and translation. The conversation will most always be on subjects interesting to the lawyer, the merchant and the physician. Gentlemen who will honor the subscriber with their confidence will please give in their names a few days before the opening of the classes at No. 90, Custom House street, between Royal and Bourbon sts.

oct 27—6 O. de A. SANTANGELO.

MAYORALTY OF NEW ORLEANS.
CITY COUNCIL.
Sitting of October 16th 1835.

Whereas experience has convinced the council that the amount of costs which they are obliged to pay yearly for the suits instituted for contravention to the city ordinances exceeds in an exorbitant manner the amount collected from judgments in said suits, and that vexatious prosecutions are often uselessly searched against the citizens:

Resolved that there shall be appointed a standing committee styled the Judiciary Committee.

Be it further resolved that no suit for contravention to the city ordinances shall be instituted by any of the city attorneys or other officers charged with such suits, unless it shall have been previously submitted to said committee with all the documents or proofs in support thereof, and until they shall have been authorized to that purpose by said committee.

Be it further resolved it shall be the duty of said committee to sit every Saturday of each week at 12 o'clock.

(Signed) JN. CULBERTSON, Recorder.
A true copy,
THEARD, Jr. Sec'y.

Seal of October 23d 1835.

Resolved that notwithstanding the veto of the Mayor the City Council persist in the resolution passed at the last sitting, relative to the abolition of the judiciary commission, and the powers vested in the same.

(Signed) JN. CULBERTSON, Recorder.
A true copy,
THEARD, Jr. Secretary.

HOUSE AND SIGN PAINTING executed in the best style and at the shortest notice by

P. LES,
Room No. 108, Chartres, next door to the corner of Conti street. oct 27—1

FOR SALE—A rice grinding MILL to which are adapted grinding stones for corn meal; both working together or separately. The cogching of the wheels inside of Mill-gang and the whole in prime order.

Apply to P. Goulon, 93 Conde street, or at the City Bank. oct 27—1w

LOUIS MUH, having just returned from the North begs leave to inform his friends and the public that he will in a few days be able to offer them a splendid assortment of Jewellery consisting of

Watches, clocks and silver pins;
Dutmouth, Paley, enamelled, finger rings and breast pins;
Earrings of all kinds of the newest and richest patterns;
Painted and enamelled breast pins, medallions &c;
Gold and silver Thimbles;
Gold, steel, silver and turtle shell spectacles;
Ladies and gentlemen's gold chains, new patterns;
Gold and silver pencil cases, tooth and ear picks;
Table and tea spoons, soup ladles, sugar tongs,
Fancy snuff boxes.

Also—A fine assortment of cutlery comprising razors, pen knives, scissors, pocket and belt pistols, desks, needles, watch materials and tools, and a quantity of other fancy articles too long to enumerate, which he offers for sale wholesale and retail at low prices and accommodating terms at No 113, Chartres street.

Country dealers cannot find a better opport