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"Truth is omnipotent and Public Justice certain."

FOR PRESIDENT OF THE UNITED STATES,

HENRY CLAY.

NEW-ORLEANS:

SATURDAY MORNING, FEBRUARY 25, 1843.

☞ The attention of speculators and capitalists is called to the sale of VALUABLE PROPERTIES, surrendered by the Citizens Bank, which takes place this day at 12 o'clock, at Banks Arcade, Magazine street, by Messrs Bach Warfield and Hewlett and Camus.

Among the property to be sold, will be found several fine buildings situated in the most central part of the city, which are well worth the attention of speculators. (For further particulars, see advertisement on our first page, under head "Auction Sales.")

NAVIGATION OF THE MISSISSIPPI AND TRIBUTARIES.

We lay before our readers the subjoined report of the Committee on Commerce of the U. S. Senate, upon the navigation of the Mississippi and tributaries, as a document of the greatest interest to the south-western States. Our Senator, Mr BARROW, has taken a distinguished part in the discussion upon this question,—one which will not only meet the approbation of his immediate constituents, but obtain for him the gratitude and regard of the people of the entire valley of the Mississippi.

The report was accompanied by a bill appropriating one million of dollars to the improvement of the navigation of our south-western streams—to be expended at the rate of $250,000 per annum. It is not supposed that this bill will be passed the present session—though an amendment appropriating to the same object $150,000 was appended to the army bill, which it is thought will become a law. This latter appropriation is intended to be a temporary benefit to the west and south-west, whilst the object of the report and the bill accompanying it is to secure for these sections of the Union a permanent policy—such as is called for by the vastness of the interest involved. The matter we hope will be taken up by the western and south-western press, and never dropped until Congress adopt a more just and liberal policy, than has heretofore characterized its legislation in respect to south-western interests.

Mr. BARROW, from the Committee on Commerce, to whom, were referred sundry memorials asking Congress to make an appropriation to improve the navigation of the Mississippi river and its principal tributaries, report:—

That the great valley of the Mississippi, stretching, with the vast stream which connects its many dependent vales, from the Gulf of Mexico almost to the northern limit of grain-producing soil, and from the Alleghany to the Rocky Mountains, offers, beyond doubt, a territory and an amount of physical advantages such as no other region upon earth presents. It embraces, upon a soil of almost uniform fertility, nearly every variety of climate, so as to command at once the productions of the tropics, and those of the farthest verge of the temperate zone—affording, or destined to afford, in the most lavish abundance, nearly every thing that human wants can ask. It possesses in its great and far spreading waters facilities for the interchange of its productions far exceeding those which the largest sea-coast in the world offers—a rapid and easy navigation which storms cannot effect, nor the maritime superiority of other countries endanger, and needing but some little aid to the arrangements of nature in order to make it the most perfect and the widest internal communication that any people in the world enjoys.

More precisely to describe this great plain, it extends from the twenty-ninth degree of latitude up to the forty seventh, and from the sixth of west longitude from Washington to the thirtieth. It widens as it recedes from the sea, but its average breadth may be stated at ten degrees, giving it an area of between five and six hundred thousand square miles of territory, drained by some twenty great tributaries of its chief stream. On the east these interlock with the waters which flow into the Chesapeake, and one begun to be artificially connected with them. On the northeast and north they approach the great lakes, and have even natural communications with them, which systematic improvements are promising speedily to supersede, while on the west the upper and southern streams of the Missouri afford the destined avenue from this side of the continent to our possessions on the pacific, and the imperial commerce which, at no distant day, we must found there.

The entire extent of now practicable and (it may be said) natural steam navigation within these limits cannot be stated at less than some twenty thousand miles. Enormous as seems that extent, it is by no means exaggerated. Visiting, as it nearly everywhere does, a double shore of almost continuous fertility, the future seats of thousands of ports and marts into which a rapid population must pour every form of agricultural and mechanical production, we cannot, without difficulty, avoid being actually startled at obvious realities so far exceeding anything which is, even in imagination, one has ever been accustomed to contemplate. Unpeopled, however, as this great region must be said to be, in comparison with its huge capacities of population, we have nevertheless already reached a point at which the progress of the past may serve greatly to diminish those wonders of the future which, by their vastness, compel our involuntary credulity. Fifty years since this mighty plain, now containing full one-third of the population of the United States, was an absolute wilderness. At present it comprises nine States, two Territories, and a third of two other large States, giving it a population of at least seven millions, perhaps the most energetic and flourishing and happy in the world.—Within that little time the untamed soil has been reduced to cultivation, the rudeness and the poverty of the early settlement have been softened into civility, comfort, and even refined wealth; the arts have sprung up, towns and even busy cities have started into existence, and public order and individual happiness have diffused themselves everywhere—nay, foundations of learning, of charity, and of taste, have been established, public monuments have been built, and works on a large scale of social utility have been set on foot and even accomplished. Intelligent and successful labor, a wide and active commerce, animate the whole body of the people, and have already given them, as communities, all that in the earlier march of civilization elsewhere it has taken centuries to bring about. Not even misgovernment, the most disastrous in our general system, nor any thing short of the most fatal civil revolution, can well check the natural progress of this singularly favored region, destined, in all human probability, to renew upon a yet more enormous scale the historical wonder of Egypt and her populousness, when in her little more fertile and vastly smaller plain she counted twenty thousand towns and cities. But let us turn to tasteless general, and to the positive details of that present commerce of the Mississippi valley which must form the more immediate motive of any measure which the National Legislature may see proper to adopt. Of its trade the ascertained and authentic statistics before us show that the growth has gone with strides not less prodigious than its peopling and general improvement. The information upon which it is estimated has been collected from local compilation, almost entirely unassisted by any governmental effort at amassing such returns or registers of internal trade. In truth, so far as it depends upon the Federal Government we are quite as much in the dark as to the trade of the Mississippi as that of the Niger.

Before the introduction of steam navigation (which dates upon the Mississippi about 1817), the trade of the upper Mississippi and Missouri scarcely existed, and the whole upward commerce of New Orleans was conveyed in about twenty barges, carrying each about one hundred tons, and making but one trip a year; so that each navigation was, in those days, about equivalent to what an East India or a China voyage now is. On the upper Ohio, 150 keel-boats were employed, each of the burden of about 30 tons, and making the trip to and fro, of Pittsburg and Louisville, about three times a year.—The entire tonnage of the boats moving in the Ohio and lower Mississippi was then about 6,500 tons.—In 1834 the steam navigation of the Mississippi had risen to 230 boats, and a tonnage of 39,000, while about 30,000 persons were estimated to be employed in the trade, either as crews, builders, woodcutters, or loaders of the vessels. In 1842, the navigation was as follows: There were 450 steamers averaging each 200 tons, and making an aggregate tonnage of 90,000; so that it has a good deal more than doubled in eight years. Valued at $40 the ton, they cost above $7,000,000, and are navigated by nearly 15,000 persons, at thirty-five each. Besides these steamers, there are about 4,000 flatboats, which cost each $150, are managed by 5 hands apiece (or 20,000 persons), and make an annual expense of $1,380,000. The estimated annual expense of the steam navigation (including 15 per cent. for insurance, and 20 per cent. for wear and tear, is $13,618,900. If in 1834 they employed an aggregate of 90,000 persons, they must now occupy at least 130,000.

But in the language of the very able and valuable memorial of the citizens of Cincinnati, upon which your committee has drawn largely, and with confidence for their facts, "who shall place a limit to the numbers who are beneficially interested in a business which distributes its millions of dollars for wood, its millions for wages, its millions for provisions, its millions for machinery, and the labor of mechanics, and which transports a commerce, whose value can only be computed by hundreds of millions!"

These busy fabrics, ever in motion when the state of the waters in which they ply permits, probably average each some twenty trips in the year. Those running from New Orleans to the more distant points of the river make from eight to fifteen trips in the year, while those carrying the great trade from Pittsburgh, Cincinnati, and Louisville, perform some thirty annual trips. Others run between still nearer ports, and make more frequent voyages. But at twenty each, and carrying burdens far beyond their mere admeasurement of tonnage, their collective annual freight would be 1,800,000 tons; to which, if that of 4,000 flatboats (each 75 tons) be added, we have a total freight for the entire annual navigation of the Mississippi, of about 2,000,000 tons. The commerce which they convey (omitting the great number of passengers whom they waft in some 9,000 trips) is of two sorts: that of the export trade to New Orleans, and that of supply and interchange between the different regions lying on the Mississippi and its tributaries. The latter is well ascertained to be considerably greater, as naturally happens in the internal trade of all wide and commercial countries, whose dealings with foreign lands never fail to fall short of their exchanges with each other. The statistics collected at the two main points, where the best means of information can be commanded, (St. Louis and Cincinnati,) estimate this internal traffic of the productions of the country itself, at not less than $70,000,000 annually; while those commodities shipped to New Orleans for exportation, are found to be fifty millions more. The downward trade may thus be stated at $120,000,000; the upward, or return trade of foreign goods, or of those brought up the river from other parts of the Union, is reckoned at about $100,000,000. Thus the entire amount of commodities conveyed upon the waters of the Mississippi does not, upon the best estimates, fall short of $220,000,000 annually; which is but 30,000,000 less than the entire value of the foreign trade of the United States exports and imports in 1841.

This last fact, it seems to the committee, affords a great point of comparison, entirely decisive of the question, whether or not the navigation of the Mississippi is worthy of the special care of Congress. If this be a trade of nearly equal magnitude with our foreign, and of a character as permanent, it may claim an equal national solicitude, and equal public sacrifices and efforts to avert any losses to which it may be exposed.

Now, what has this great western traffic cost; or what is it ever likely to cost the nation? How many fleets, how many wars, how many negotiations, what trains of ambassadors, what hosts of consular or other agents abroad? Or what long lines of light-houses, what costly piles of customhouses, what array of tide-waiters, what sea-walls, what excavations of ports, and what coast surveys at home?

In their present state, the one costs you your whole navy, no small part of your army, your entire diplomacy in service, almost your whole system of fortifications, and no inconsiderable part of your general civil list.—What are your outlays upon the other? Comparatively nothing. No efforts of policy or arms have created, or even attempted to preserve it. It has sprung up without your assistance, and, under your neglect, a wild-born, but vigorous child of the wilderness, not unlike the Roman infants, the founders of a great empire, whose nurse was the wolves.

This comparison is not made by the committee in an invidious spirit, but in vindication of the just rights of the West. The committee rejoice that so much has been done to foster and protect our foreign commerce; but believing, as it is beautifully expressed in the Cincinnati memorial, that "the West is the centre of the Union, the citadel of its power, the great living fountain, whose boundless resources are destined to sustain and enrich the nation," we think that it is high time for Congress to begin a more liberal system of appropriations for the protection of our internal trade, which is as national and as important as the commerce of the ocean.

But the equality upon which we now argue, is merely momentary. The history which we have already traced, makes it clear that in a few years this internal trade, recent as it is, must totally outstrip, in its prodigious rate of growth, your entire foreign commerce, let it flourish as it may. According to its past increase, eight years will be sufficient to make it double as great as your trade with other countries; and it is clear that from it are now to be expected the largest additions to the other. But we are well informed that not one-tenth of even the fertile lands of this great plain is yet occupied, and that the possible resources of that country, great as they already are, are as yet almost untouched. Now for these great purposes, what expenditure is necessary on the part of the national government? At most, as an original outlay, a million of dollars to remove the fixed obstructions to the safe navigation of the Mississippi and its principal tributaries, after which, the annual expense of a few snagboats, will suffice to keep down the accidental impediments to the navigation, and render but occasional the losses which are now so enormous and so continual.

If, however, such an appropriation should startle Congress, not because it is not warrantable upon every principle of sound policy and strict justice, but for the very bad (though natural) reason, that you will still be reluctant to cure the enormous omission towards this great interest of the West, let us see, whether a few plain facts must not put to flight even these lingering feelings of unjust aversion. To do this, one plain statement—that of the annual destruction of property on the waters of the Mississippi—can scarcely fail to be enough. The fact admits of not the smallest doubt, that the annual losses on the Mississippi and its tributaries, average at least as much as is asked for the permanent improvement of the navigation of the western rivers—that is about one million of dollars. A strange kind of national economy is it, to incur the annual loss of a million, rather than make a single appropriation to that amount.

But further of this strange thrift: it has been seen that the mere steamboats of this navigation form an invested capital of above seven millions of dollars; and that upon these the rate of annual insurance is from 12 to 18 per cent.—averaging 15 per cent.; so that, without including their immensely valuable cargoes, this single charge (a great part of it arising from the obstructions in the navigation) is equal, upon the boats alone, to the appropriation asked for.

Another consideration of great magnitude—and the committee studiously abstains from pressing any other sort—lies in the fact of the enormous proprietary interest which the Government has in this matter, in addition to its general duties towards its citizens. It is still the owner of a large part of the soil of that valley—its domain within the settlement amounting to some three hundred millions of acres, and some hundred millions west of them. There can be little doubt that an appropriation to the extent asked for would be abundantly justified by what may be called the individual interest of the Government. Without asserting, or, as has been done, in regard to another matter "that the first duty of the Government is to take care of itself," the committee may, at least, suggest that the measure in question might be most wisely adopted, with a view to the good administration of the public domain alone; and that the appropriation, not to speak of the augmented population, and other national resources which it must bring, would be, for many successive years, more than annually restored by the increased value and sales of the public lands. Nor, indeed, does the Government fail to share with individuals, to no slight extent, the losses of this navigation. The stores for its military stations in the southwest, and the supplies which, under treaty, it furnishes to many of the Indian tribes, pass, of necessity, along this navigation, to the value, probably, of three millions a year. In case of loss, we may not always hear of it, because the direct loss falls usually upon contractors, but these, of course, are compelled to undertake at prices that will make them whole against such risks, so that the Government itself, at last, is the sole loser.

The committee have but space to touch upon the importance of these wide communications to two other branches of the public service. The Post Office Department, to which it affords, over a great and busy region, the most rapid, the cheapest, and the surest mode of conveyance of the mail; and the military arm of the Government, to which, in case of foreign war, it must be the great reliance for the collecting and transportation of troops and munitions of war. In the language of the very able memorial of the citizens of Cincinnati—"in any future war, the western plain must be the centre and main levels upon which the nation must rely for support, and from which men and arms, and provisions, must be drawn to sustain either extremity of the Union which may be threatened from abroad."

Into the minuter history of the losses of life and property upon the Mississippi and its waters, or the points at which they principally occur, the committee forbear to enter, leaving these to the detail of debate; and conclude by reporting a bill appropriating a million of dollars, to be expended for the purpose, and in the manner therein specified.

MRS. FARREN.—This lady takes a benefit this evening at the new St. Charles Theatre. If talents of a high order, accompanied with an unfaltering ambition to please, and histrionic merit associated with personal excellence have any claims upon the public, the appeal of Mrs. FARREN will be responded to by an overflowing house. In her professional character she has undertaken the most arduous and varied walks of the drama; in all of which she has attained an enviable celebrity.—The versatility of her talents qualify her for every line of character, and her industry, readiness and willingness to make herself useful and her success in rendering her performances agreeable, entitle her to the only adequate return the public can make—a full house and a hearty greeting.

OLD SOL SMITH is about leaving for Mobile, where he is engaged to play a limited number of nights. He commences on the 6th of March. We have no doubt that the good people of our sister city will take good care of him. He used to be one of them—and is yet; for good fellows are of every place where their like may be found.

☞ We inadvertently omitted yesterday, in noticing the new works sent to us by Messrs. NORMAN, STEEL & Co., to state that they were from the press of those enterprising publishers, the Messrs. Harpers. We are indebted to the same source for the third number of Alison's History of Europe.

THE RETRENCHMENT BILL.—The excellent and efficacious bill to increase the revenue of the State, by cutting down the enormous emoluments of various offices, presented by Mr. WADSWORTH, and which passed the House, without a solitary dissenting voice, some weeks since, still lingers on the Secretary's table in the Senate, and thus far has not been acted upon by that body. If honorable Senators have at heart the interests of the State, and the most prompt and efficient means of relieving her urgent pecuniary embarrassments, they will not hesitate at as early a day as possible, to pass the bill. Delays are dangerous in all matters of reform. Every hour of procrastination abstracts something from the nearly exhausted coffers of the public treasury.

THE WHARFAGE TAX.

The bill denying the city the power to lay a wharfage tax, passed the House of Representatives yesterday, to a third reading, after an elaborate debate of nearly two weeks, by a majority decisive of its fate in that body. We cannot but think this a most disastrous policy upon the part of the Legislature, which in the end will entail a series of evils upon the city that must eventually recoil upon the State. There is scarcely room to hope that upon the final vote, a different result will happen—nevertheless, in a matter involving such tremendous consequences, it is consoling to know that there is yet a chance for the judgement of members to undergo a propitious change.

DECISION UPON THE BANKRUPT LAW.

We understand the Supreme Court of Louisiana, on the 20th inst., in the case of *West vs. His Creditors*, decided, that after a debtor had applied for the benefit of the bankrupt law of Congress, all proceedings in the state courts must be suspended while the application is pending, and as soon as the bankruptcy is decreed, the assignee must be made a party, and the matters in controversy investigated contradictorily with him. It was further decided that in a case of voluntary bankruptcy, the applicant has no right to sell or dispose of any of his property pending the application; he must keep it to be delivered to his assignee, as soon as one is appointed, and only retains dominion over it, for conservatory purposes. Also, that the United States courts possess authority, upon a proper case being made out, to show there is great risk of the property being wasted, destroyed, or in any manner disposed of, to the injury of the creditors, to take such measures as may be necessary to preserve it until an assignee shall be appointed.

The opinion of the court was prepared by Judge GARLAND, and goes into the different questions presented at considerable length.

IMPORTANT DECISION OF A CASE IN RELATION TO CHURCH PROPERTY.—Judge MARTIN, on Monday last, delivered the opinion of the Supreme Court of the State, in the case of *Martin vs. The Wardens of the Church of St. Francis*, in Pointe Coupée. The plaintiff was the Curate of the Parish, having been appointed by the Bishop of the diocese. The Wardens became dissatisfied with their Pastor, and gave him notice to quit, and that they would not pay him after a certain time. He refused to leave, and the Bishop declined withdrawing him, until his demands were paid. The Court decided that the Wardens were under the charter, the legal owners of the church property and its temporal administrators, free from any control from the clergy. That the Wardens were responsible to the Congregation only, *and neither the Pope nor his Bishops have any legal authority in Louisiana, either to manage the property dedicated to ecclesiastical purposes or to impose Priests upon the Congregation contrary to their consent.* The power of the clergy is spiritual alone, and can only operate upon the moral sense and consciences of the people. The law considers them as citizens only, affording them its protection as such, and the canon law is not to be considered in the enforcement of contracts.

CROTON PIPE BURST.—The N. Y. Journal of Commerce of the 15th says, another accident to the water pipes occurred last Friday evening, which caused considerable consternation, and occasioned some damage to property in two cellars at the corners of Grand street and the Bowery, occupied, the one as a carpet weaver's shop—and the other as an ice factory. Both were so completely flooded that it was necessary to draw off the water with the suctions of the fire-engines. The explosion broke through the ground, and threw up a large portion of the pavement.

☞ We are under obligations to Mr. GYLES of the steamer *Baton Rouge*, for late Natchez and other papers.

CORRESPONDENCE OF THE BEE.

Washington City, February 13, 1843.

In the Senate to day, Mr. Young expressed some anxiety that the subject of the bankrupt law should be brought up without further delay. Mr. Berrien said it was a question of too much magnitude to be called for without sufficient notice. Some conversation ensued between Mr. Young, Mr. Berrien and Mr. Buchanan, during which it was understood that to day or to morrow, Mr. Berrien would have a day fixed making it the special order. Mr. McDuffy's resolutions then came up as the special order of the day. As these resolutions and Mr. Evans's additions will be the subject of discussion for the remainder of the session, I subjoin copies of both. Mr. McDuffy's are:

Resolved, That it is the solemn and urgent duty of the present Congress to adopt efficient measures to revive the crippled and decaying commerce, replenish the impoverished exchequer, and arrest the alarming accumulation of the public debt of the United States.

Resolved, That a modification of the existing tariff on foreign imports, such as will render it strictly and in good faith a mere revenue measure, is indispensable to the accomplishment of those objects; and that the recent measures of the British Parliament, partially adopting the principles of free trade, the public indications of a disposition on the part of the present ministry to extend those principles still further, and the probability of the speedy organization of an extensive system of smuggling on the long line of our frontier, furnish pressing motives to Congress for acting on the subject during its present session.

Resolved, That a rigid system of retrenchment, economy, and accountability, such as will bring the annual expenditures within the annual income of the Government, is not less than indispensable; and that, while this is rendered necessary by the deplorable state of the public finances, it is rendered just, and not injurious to the public service, by the great reduction of the currency, and consequent appreciation of the value of money:

Mr. Evans proposes the following additional resolutions:

Resolved, That among the causes which have contributed most effectually to the depression of the foreign and domestic commerce of the country, and to the consequent impoverishment of the national treasury, and which have thus rendered a resort to loans inevitable, is the want of a currency of uniform value in all parts of the United States, commanding the confidence of the people; and no measure designed to revive commerce, replenish the treasury, and avert the further accumulation of public debt, will be complete or adequate to the accomplishment of these objects, which fail to supply their wants.

Resolved, That another of the prominent causes of the present prostrated condition of the business of the country, and of the public finances, and which has largely impaired American character and credit, which has exposed republican institutions to reproach and obloquy, is the failure of many States of the Union to provide for the regular payment of the interest on their public debts; and especially the favor and countenance which have been given, in some extent, in some portions of the country, to the alarming and destructive doctrine, that these debts are not binding upon the people of the States which have created them, but may be annulled and repudiated at their discretion.

Resolved, That, while this Congress does not intend to adopt any measure for the payment by the United States of the debts of the individual States, it nevertheless deems it proper, in view of the disastrous consequences to the national character and credit, and to the institutions of republican government, of the failure of the States to fulfil their obligations, and of the principle which has been asserted—that these obligations are not binding on them,—to declare, that the debts of the States created by the legislative authority thereof, respectively, are obligatory and binding upon said States, and cannot be by them annulled or repudiated; and that it is the solemn and urgent duty of the people of said States to resort to the most efficient means in their power for the preservation of their faith, and the fulfilment of their obligations.

Resolved, That it is the duty of Congress, by every constitutional and proper means in its power—by the adoption of measures to restore and preserve a currency of uniform value throughout the United States; by the collection and disbursement of the public revenue, and the regulation and administration of the public finances, in such way as shall be least burdensome to the people, and most conducive to the revival of trade and commerce; as shall secure the wages of labor from fluctuation; as shall give security and steadiness to the industry of the country,—to render every practicable aid and encouragement to the people of the several States in their efforts to meet their engagements, and to discharge the obligations into which they have entered.

Mr. McDuffy spoke for two hours with much ability and eloquence. Mr. Evans then requested the matter would be passed over informally; which was agreed to, and the Senate after some unimportant business adjourned.

In the House of Representatives some exciting scenes occurred. The first arose out of a long discussion on the bill to draw out of the Treasury the balance of the British Indemnity for losses sustained by the owners of property on board the Comet and Encomium at Nassau, N. P. Mr. Giddings and the Abolitionists opposed it, which Mr. Dawson resented personally on Giddings, and the latter appealed to the House. After a long debate the matter dropped. Another scene arose between Mr. Wise and Mr. Fillmore on a question of veracity; but the difficulty was finally explained away. A message was received from the President of the U. States, calling for further provision to sustain the government during the recess, as it is feared the revenue of the five millions of dollars in Treasury notes will not be enough. The Secretary of the Treasury thinks there ought to be two or three millions more. The House did not adjourn till 4 o'clock.

VICE PRESIDENCY.—The Legislature of New Hampshire has nominated LEVI WOODBURY as a candidate for the Vice Presidency.

This may be regarded as equivalent to nominating CALHOUN for the Presidency; because if the Vice President is selected from a free state, the President must come from a slave holding one.

The ship *Bengal* arrived at Mobile on Wednesday last, having left Liverpool on the 17th ult., eight days later than the last steamer. The *Tribune* says that she brought no papers and nothing new was reported by her. This is a great disappointment. Merchantmen should always supply themselves with files of papers before leaving port.

☞ Our thanks are tendered to the Clerk of the *Sultana*, for late Vicksburg papers.

SHIPWRECK AND LOSS OF LIFE.—Extract from a letter to Walter R. Jones, Esq., Secretary of the Board of Underwriters, dated

"Absecom Beach February 10, 1843.

"The brig Raymond, Captain Lovewell, from New Orleans, bound to New York, came on shore this morning about 2 o'clock, a little below Absecom Beach, near Great Egg Harbor bar. The captain, first mate and five seamen drowned, cargo 322 hhds. sugar and 115 bbls. molasses. Vessel bilged and full of water, maintopmast carried away, cargo consigned to Messrs Havens & Co. of this city.

(N. Y. Courier & Enquirer.

OFFICIAL REPORT

OF THE

PROCEEDINGS OF THE SENATE OF LOUISIANA

Friday, February 24, 1843.

The Secretary reported to the House of Representatives the following bills:

Act authorizing the Board of Administrators of the Charity Hospital to dispose of a certain slave;

Act to prevent trespasses.

On motion of Mr. BERNARD, the Senate took up the bill relative to the Penitentiary.

Mr. B. stated it was a most important measure; and inasmuch as the legislative session was drawing to a close, it was advisable that it should receive prompt action. On his motion it was made the special order of the day for Monday next.

On motion of Mr. ARMANT, the Senate took up the bill relative to election precincts in the Parish of Ascension, which, on his motion was amended.

Mr. WALKER proposed that the bill lay on the table subject to call. He observed that in one of the sections there was a precinct of election established in the Parish of Catahoula. He had no objection whatever to that creation, but he wished solely to ascertain whether the place designated was the most convenient for the inhabitants, as he had had no information on the subject.

The bill was laid over.

On motion of Mr. BERNARD, the Senate resumed the consideration of the act for the relief of H. W. Fowler, Sheriff of the Parish of East Baton Rouge.

Mr. DOWNS presented an additional affidavit, setting forth that Mr. Stephens, Sheriff of the Parish of Ouachita, received the amount claimed, not being aware that the notes received, had depreciated in value, and that at the time, they were current at par.

The bill being read;

Mr. DOWNS offered the additional section for the relief of the Sheriff of Ouachita.

Mr. BOSSIER submitted similar proof in favor of the claim of Mr. R. V. Cortez, Sheriff of the Parish of Natchitoches,

And presented an additional section for his relief;

The bill was thereupon passed with the several sections, and reported to the House of Representatives for their concurrence.

Mr. DOWNS, on behalf of the Special Committee to whom were referred several bills for reducing the expenses of the State, reported by introducing a single bill embracing the several objects, which, on his motion, was ordered to be printed.

Mr. BERNARD hoped that the bill would be fixed as the special order of the day for some early period—say Thursday next. It was a very important and vital measure, and should receive prompt attention.

It was accordingly fixed for the order of the day as proposed by the Senator from Baton Rouge.

Mr. DAVIDSON moved that the Senate proceed to executive business.

Mr. BERNARD was sorry to oppose the motion of the Senator from Livingston (Mr. Davidson). But it was really essential that we should expedite business. It was accumulating upon our hands, and we could, in an hour hence, after despatching the regular orders of the day, proceed to executive session.

Mr. DAVIDSON withdrew, for the present, his motion.

Order of the Day.

Act to reduce the fee bill of judges and other judicial officers.

After some remarks on the part of Messrs. WAGGAMAN, DOWNS and CARTER;

On motion of Mr. HOA, the further consideration of the bill was postponed for the moment, and he presented an act to facilitate the liquidation of the property banks, which, on his motion, was ordered to be printed.

The Senate resumed the consideration of the bill which had temporarily been laid on the table.

When, on motion of Mr. DEPUY, the Senate went into executive session, and the doors being opened, on motion they adjourned over to Monday.

LOUISIANA LEGISLATURE.

OFFICIAL REPORT

OF THE

HOUSE OF REPRESENTATIVES.

[Concluded from the Bee of Friday.]

THURSDAY, FEBRUARY 23, 1843.

Mr. Hunt remonstrated, but the motion was persisted in, and the yeas and nays being called for, stood yeas 20, nays 21. So the motion was lost.

Mr. Hunt said that what had just transpired, compelled him to trespass on the patience of the House sooner than he had expected. He had never risen under emotions more profound and varied than those by which he was now agitated. He rose to repel assaults which had been made on the interests of New Orleans; he called on the representatives to repel the assaults levied at the sovereignty of Louisiana; to put aside and frown down the attempt to overturn the constitution of the United States. The gentlemen who had preceded him had been pleased to compliment him on the eloquence he had displayed. It was not, however, the eloquence of the humble individual then addressing the House, but the eloquence of truth, justice and constitutional liberty, which his opponents had to fear, and which he would sustain, however feebly, against the numerous attacks by which they had been assailed.

The gentleman from St. Mary in support of his position had read the articles of the constitution, prohibiting the States from levying duties on imports and exports. He alluded to him particularly, because the others had done little else than repeat his arguments. He had met this argument fairly and candidly. He had shewn that the ordinance imposed a charge for the use of the wharves, that according to the decisions of the highest judicial authority, the practice throughout the civilized world, constitutional interpretation, and general understanding, this was nothing more than a reasonable compensation for a benefit conferred; it was therefore neither a duty, nor an impost, nor a tax, and this view was sustained by the most reliable authorities in this country and in Europe. He had likewise shewn that the ordinance did not come into collision with the clause confiding to Congress the regulation of commerce—that this was only a facility afforded to commerce, and not an assumption of the regulating power—that it entered into the internal police regulations of the State.

In opposition to this broad, clear and conclusive reasoning, sustained alike by judicial decisions, and by the most powerful writers on the subject, the member from Iberville, forsooth, had said that he had argued the subject like a lawyer. Was it because he had referred to competent authority, because he had enforced his views by contemporaneous decisions, or because he had taken a narrow, contracted and one sided view of the question? He had appealed to the commercial history of America, Europe and the world—he had based his argument on the eternal principles of truth. If this was arguing the case like a lawyer, then he who argues as a constitutional lawyer, takes the highest and broadest of all possible ranges of arguments. If this were so, then the gentleman from Iberville had not argued the case like a lawyer. He had not comprehended the case; he had misconceived and misunderstood the entire subject.

The gentleman had read a case from Bayle, and contended that a toll may exist by prescription. But was this such a case? It was not, and he would not, therefore, take up the time of the house in reply. Yet this was a specimen of the argument of the great statesman from Iberville to the humble lawyer from Orleans. The next point of the gentleman from Iberville was the law of South Carolina, and here the gentleman had said it was among the inspection laws of that state, and perhaps considered as such. Mr. Hunt read the opinion of Judge Marshall to prove that a charge for wharfage was not considered an inspection law. Oh! but the statesman from Iberville finds it among the inspection laws, and because it happened to be placed in that order in the statute book, it is to overthrow all the arguments urged in favor of the constitutionality of wharfage. It did not become him seriously to controvert such sorry stuff.

But the gentleman had discovered new ground.—True, the lawyer from New Orleans might be right, but the case had never been decided by the Supreme Court. Now, he asked, what lawyer of reputation would dare to carry before the Supreme Court the question as to the jurisdiction of the State over the subject of wharfage. The question was *res adjudicata*, settled as far as authority ever could settle it, and to prove it he had cited the highest legal evidence to be found. The statesman from Iberville had revolted against the plea of necessity, as the plea of the highwayman. If the gentleman could see no difference between an equitable claim for a reasonable compensation for the use of property erected and maintained at vast expense and the unmoral and criminal pursuit of a highway robber, he did not envy his powers of logic and commended him with all joy to his future reflections. The gentleman had treated precedent with contempt. Were not the concurrent opinions of the greatest and wisest jurists entitled to some respect? Mr. Hunt here read Chief Justice Marshall's opinion on the weight and value to be attached to precedent.

The next gentleman who spoke—the member from Carroll—had attempted to hurl a javelin, but it was *telum imbelle sine ictu*; mere sound and fury signifying nothing; *brutum fulmen*; talk, words, nothing more. He had commenced by an unconstitutional attack upon his colleague (Mr. Musson) because foreseeing the embarrassments which were in store for the city, he had first proposed the wharfage tax—and had reproached him with his paternal anxiety for his offspring. If this were so, why the necessity of such harsh reproof from the grave member from Carroll. He ought to be more charitable and christian, and should remember the scriptural maxim which teaches us not to expose the vices or follies of our neighbors. After this outbreak, he, humble as he was, had come in for a share of the gentleman's indignation. He had been accused of saying that wharfage was not a tax, because it had not been levied by congress. Mr. Hunt repelled warmly the imputation of having uttered such shocking stuff. The gentleman, said he, had built up a man of straw for the mere pleasure of demolishing it. Mr. Hunt continued to comment with marked severity on various portions of the argument used by the gentleman from Carroll, who, he declared, had distorted his views and made them miserable, lame, halt and impotent things. He had been accused by the member of not reading his authorities correctly, of inserting the word "wharfage." He put it to the House, if he had not distinctly avowed that he was inserting that term, in order to show the complete analogy of the case with that before the House. He scorned at such trickery, and the miserable insinuation of the gentleman from Carroll was unworthy further consideration. In many of the cases cited, the word "wharfage" was used; he had stated that the question of wharfage belonged to the police regulations of the State. The assumption he Congress had never been contended for, but once, by Mr. Benj. F. Butler, and he had been completely refuted and overwhelmed both by Mr. Livingston, and the Supreme Court.

The next point of the gentleman was that the cases quoted were not cases of wharfage. This was trifling with reason. The principal case was one relating to the public powers of the State of New York and in volving all the principles of wharfage. Was it logical or statesmanlike for an individual to bind himself down to the minor points of a case and overlook its very essence.

In a new literary production by the renowned Boz, called "Martin Chuzzlewit," there was a character named Pecksniff, a man of many professions and much sentiment. His two daughters, Mercy and Charity, overflowed with feeling, mingled largely with affectation. The former especially, Boz whimsically terms a "gushing thing." It struck him while listening to the tender, out pourings of the member from West Feliciana, so replete with feeling and sentiment, that he greatly resembled Miss Mercy Pecksniff, and he said to himself while listening to this language, "what a gushing thing!" The gentleman from West Feliciana had begun his argument by saying that the friends of the wharfage would of course contend they were right, but he knew they would beg the question, and he afterwards declared they had begged the question. Did the gentleman know the meaning of the words he had used. To beg a question was to take for granted the matter in dispute. Had he (Mr. Hunt) done this? Had he not established his position logically, by proofs and by reasoning? The gentleman had next adverted to the case of Brown vs. Maryland, and had read with great unction and enjoyment eight or ten mortal pages, comprising the opinion of the court. He agreed with every word in that decision. What was the case? Congress had declared that an individual bringing foreign goods to an American market, must pay a tax. An individual had thus brought his goods to Maryland, and the State had attempted to enforce the payment of a tax by her. The Judge considered this unjust, and declared it unconstitutional. Our case was entirely different. We had been at a very heavy expense in building and maintaining the wharves, and the charges exacted were but a fair compensation, a *quid pro quo*, and not a tax. We were next told that the continuance of the tax would assuredly drive away commerce from New Orleans.—This was a repetition of the old song chaunted by the present distinguished Attorney General in the case of the State and the Orleans Navigation Company, and he was suprised that the venerable gentleman from St. Mary should unite in such hollow and impotent croaking.

But the member from West Feliciana had indeed reason to congratulate himself on his next point, when he said how strange it was that so humble an individual as himself should fall into precisely the same ideas and language as Chief Justice Marshall. That great man, in the case of Brown vs. Maryland, had said that if a tax could be imposed there would be no limit to it, and so the gentleman had said that we could tax cotton ten cents a bale, we could tax it twenty five, a dollar, or indeed the entire cost of the article. He must say, he had felt no surprise at the strange coincidence alluded to. The gentleman had read attentively the decision of Judge Cooley, which cites the case, and had doubtless not forgotten the argument. It reminded him, however, of the farce of the "Critic", by that most brilliant of wits, Richard Brinsley Sheridan. Puff enters and exclaims, "Penelton catch my soul but I do love thee." "How now", says Sneer, "haven't I heard that somewhere." It seems to me one Shakspeare says the same thing." "Never mind", says Puff, "great minds sometimes hit on the same thought". Thus it was with the member from West Feliciana and Chief Justice Marshall, except that the latter enjoyed the advantage of priority.

The gentleman had inveighed most vehemently against taxation without representation. He had declared that the city of Boston was taxed like the serfs in England. He would like to know who were the serfs in England. The operatives in that country were doubtless ground down to the dust, but he was yet to learn that the condition of serfs existed. But the gentleman, to cap the climax, declared "he felt he was right"—his instinct told him so. He would advise the gentleman not to trust too implicitly to instinct. Falstaff was a coward by instinct, and though he imputed no such failing to the gentleman, yet he might be led into other vices. The gentleman had declared his willingness to go shoulder to shoulder with the member from St. Mary. That could not be, for the worthy representative of St. Mary was the Achilles in this assault—the foremost man, and the other must be content to follow at an humble distance. He wondered whether the gentleman from St. Mary would not feel some misgivings in leading the van with the member from Feliciana, on constitutional points.

He had been accused of being beset by his constituents. In all fitting things, he would respect and obey the will of those, who had placed him on that floor; but not even their commands would force him to an unjust or unconstitutional act; if the people ever erred, there was a self redeeming virtue in them, and he feared not the ordeal of their judgments. The gentleman had declared in the opening of the debate, that he didn't dare to vote against the bill and look his constituents in the face. For his part, he was willing to yield proper regard to the opinions of his constituents, but every representative should fearlessly follow the dictates of his own mind. But the gentleman had brought before the House, that he (Mr. Hunt,) had been employed as counsel in a case involving the wharfage tax. This he acknowledged, and was proceeding to answer with much warmth what he considered an ungenerous imputation, where Mr. Ratliff explained that his object had been simply to show that the member from Orleans had came well prepared to argue the case. Mr. Hunt expressed himself satisfied with the explanation.

The gentlemen from Iberville, Carroll and West Feliciana, had all contended that there was no limit to the tax. This was not so—the limit was a reasonable compensation, and this brought him to the able argument, of the gentleman from Rapides, with whom he agreed in his opinion of the substitute offered by his colleague, but from whom he differed in some general views. The gentleman had said that the moment the receipts from wharfage are applied to revenue, education, &c. it became unconstitutional. But every thing that enters into the revenue cannot be considered a tax. Louisiana possesses houses and lands from which she derives revenue. This is a retribution for the use of these houses, not a tax. If the municipalities had a right to receive a reasonable compensation for wharfage, the use made of the amount thus accruing had nothing to do with the question. Suppose this city employed lighters, as in some cities, would the sums received be unconstitutional, if not employed for the maintenance of the lighters? In some cities wharves were private property and considerable revenue derived from them. Now suppose them to belong to a corporation. The cases are precisely the same! New York draws a part of her revenue derived from canals and rail roads, for other purposes than the mere keeping up of these works! Was this unconstitutional? The owners of the Augusta and Hamburg rail road did the same. Was it, therefore, a tax? Why should New Orleans be isolated and alone? Why deprive her of a right belonging to every other city? Why should the sons, the chosen offspring of Louisiana stretch forth their parricidal arm and plant a dagger in her bosom?

It had been said over and over again, that the rates were exhorbitant. This he denied. The charges were reasonable, and when compared with the different expenses of living and labor, quite as moderate as those of Boston. With regard to the difference between dockage and wharfage, Baltimore and Boston both made the same distinction which we do. The corporation of Liverpool makes the identical charges made here; and why, when the practice obtains throughout the civilized world, should the single State of Louisiana be cut off from the privilege. With respect to the reasonableness of the tax, Mr. Hunt showed that the expenses of the wharves were $150,000 per annum, and that the amount collected for wharfage in seven months had only been $98,000, and more than a million of dollars had been expended on the wharves before the tax was put in force.

The member from St. Mary had appealed to the fears of the House. He was the last man in the House who should use such an argument. In regard to the tumults among the western population at the time when the oppressive exactions of the Spanish Government, closed the Mississippi to navigation, there was no analogy whatever in the two cases. We were now in the right, and let the members but be true to themselves, and come the west and the world, they had nothing to fear. Put he placed no faith in these fanciful ideas.—The honorable member was doing injustice to the people of the west, by his remarks.

Mr. Hunt concluded by a most fervent appeal to the House not to reject the substitute. He spoke of the public schools, of their usefulness and of the certainty of their downfall, in the event of the repeal of the tax. He alluded to the already overburthened citizens of New Orleans, groaning under taxation, and asked if it could be expected that they could undergo yet heavier burthens. He invoked the members to do justice to the State, and not to ruin and prostrate the tottering credit of both city and State, by a hasty exercise of a power which would hereafter be regretted.

The House then adjourned.

MARRIED.

On Thursday Evening, 23d instant, by the Rev'd Dr. Wheaton, Mr. EDWARD DAVIS, to ELIZA, youngest daughter of the late George Salkeld, formerly British Consul at this port.

TRADE AND COMMERCE.

ARRIVALS AND DEPARTURE OF THE ATLANTIC STEAMERS.

FROM ENGLAND.		FROM BOSTON.	
Acadia	Feb. 4		March 1
Columbia	March 4		April 1
FROM ENGLAND.		FROM NEW YORK.	
G. Western	Feb. 11		March 16

EXPORTS.

Havre—Per ship James H. Shepherd—2,37 bales cotton, 174 bbls and 24 tcs lard, 101 bdls green hides

New York—Per barque Lillius—352 hhds sugar, 134 bbls molasses.

Liverpool—Per ship European—1946 bales cotton, 163 hhds tobacco

New York—Per brig E. D. Wolfe—1097 bbls pork 114 do flour, 86 do hams, 41 do flaxseed, 161 do molasses, 30 kegs lard.

Philadelphia—Per brig Homer—301 hhds sugar, 200 bbls molasses.

New York—Per brig Puritan—2191 bbls flour, [illegible] do whiskey, 371 sacks corn

Antwerp—Per ship Duncan—1041 bls cotton.

Wilmington, N. C.—Per schr Emily Knight—100 bbls flour, 50 do molasses, 10 hhds bacon, 4153 bushels corn.

Richmond—Per schr Emily Knight—202 bbls molasses, 73 hhds sugar, 10 cs. ha bacon, 10 hhds tobacco, 100 kegs lard, 64 bags oats.

IMPORTS.

Curaçao—Per brig Michigan—250 bags cocoa, to Schmidt & co. 300 bushels salt, to order.

Lavaca Bay, (Texas)—Per brig Independence—1,400 hgs pecans and 8 bales cotton.

Sisal—Per brig Tunante—$1,500 specie, to F Tio

CONSIGNEES.

Per brig Independence—L Dobbin, Baralli & co. Taylor & Medley; Kelly & Conyngham.

RECEIPTS FROM THE INTERIOR.

Randolph—Per steamer Louisiana—340 bales cotton, to Anderson & son, 200 Frierson, Dale & co; 289 Brander, Williams & co, 210 Ward, Moff & co; 121 Bailey & Beck, 104 Yeatman & co, 144 Fearn, Donegan, Crenshaw & Moon, 76 M D Cooper & co; 137 M White & co, 101 J Abernethy, 70 J Dockery & co, 40 Dick, McLean & Hill; 12 J H Moore, 16 Oakey, Payne & Hawkins, 81 Hewitt, Horan & co, 33 Goodwin & Foster, 12 Minter, Chisholm & co, 4 W H Garland & co; 21 Ruddle, Mason & co, 8 Fisher & Rayburn, 20 A L Addison & co; 6 Martin, Pleasants & co, 15 Andrews & Bro, 24 Baker & Craddock, 6 N O Nelson & Bro, 21 M Carothers & co, 43 J M Bell, 18 Galbraith & Greenfield, 1 J Armor, 7 J Reed, son & co, 9 F Walker & co, 18 Fetter & Lonsdale, 14 Armor, Lake & co, 10 P H Foley & co, 24 Hart & Scott, 70 Buckner & Stanton, 127 Kelly & Conyngham, 6 Keyes & Robert, 22 W Jackson & co, 14 J H Leverich & co, 25 Lilly & Robinson, 12 Ford & Goodwin, 60 T H Chenoweth & co, 12 T R Price & co, 44 Burke, Watt & co; 41 Walton & Sheafer, 46 P Hooper, 14 M Hoffman & co, 21 J Goodin & co, 5 Ellis & Foster, total 2007 bales cotton. 494 sacks corn, 2 bbls castor oil, 9 bxs mdse M D Cooper & co; 5 pkg mdse, Anderson & son; 1 hhd tobacco, A L Addison & co; 1 do Armor Lake & co, 2 Fearn, Donegan, Crenshaw & Moon, 1 Fisher & Rayburn, 8 Brander, Williams & co, 2 T A Smith, total 11 hhds tobacco—9 bxs mdse, Buckner, Cobb & co; 20 bbls beef, Frierson, Dale & co

Natchez—Per steamer Baton Rouge—180 bales cotton, H Nicholson, 176 Buckner & Stanton; 10 Franklin & Henderson; 138 Brander, Williams & co; 30 J Ranney, 60 John Goodin & co; 41 Duncan McAllister; 14 Arthur, Fulton & co.—total 760 bales

Opelousas—Per steamer Gen'l Morgan—55 bales cotton, Toledano, 33 Follain, Bellocq & Degeiso to Lambeth, Thompson & co, 12 Adams & Whitall, 31 H Gilly 4 C. Delone,—total 481 bales cotton—5 bales [illegible] to rails leather, C Toledano, 32 boxes wine, F Perrett 10 bdls hides, owners on board

Vicksburg—Per steamer Sultana—4 bales cotton, Ward, Moffett & co, 1 Fearn, Donegan, Crenshaw & Moon, 19 J R Davis, 13 Grayson, Henry & co, 5 F Walker & co, 10 Clark Aiken & co, 40 Franklin & Henderson; 30 Curtis & Walters; 14 Payne & Harrison; 43 Arthur, Fulton & co; 43 do Burke, Watt & co, 2 H Moore; 54 W Jackson & co, 13 Moore & co, 3 [illegible] Hoffman & co, 7 G L C Davis; 1a Watts & Biggs, 42 P A Hardy 166 J R Byrne & co, 73 Oakey, Payne & Hawkins, 106 Ragsdale & Farnsley; 5 M White & co, 7 T J Reed, son & co, 13 Harrod & Darling; total 691 bales

Tchula—Per steamer Belle of Arkansas—780 bales cotton to Adams & Whitall, 210 Dupuy, Tate & Noble; 216 Buckner, Stanton & co; 109 W B Taylor, 120 J M Keyes & co, 217 Bolley, Beck & co; 110 P Hooper; 92 Payne & Harrison; 27 A L Addison & co; 140 and 1135 sundries, G M Pinckard; 30 T J Reed son & co; 30 Goodwin & Foster; 21 do and 1 box specie; V Galloway; 10 E McDowell & co, 82 B Walton; 17 N O Nelson & Bro; 18 R Barrett; 10 Pinckard, Huntington & co, 24 R King, 4 Walton & Cockayne—total 1735 bales

Natchitoches—Per steamer Douglas—440 bales cotton, A Rivarde & co; 117 J B Planché & co; 142 T Barrett, 70 A Ledoux & co, 30 Peyroux, Azenett & co; 44 kirkman, Abernethy, & Banna; 73 J Goodin & co; 119 C Toledano, 10 Curtis & Walters. 7 S & M Bach; 364 J Armor, 19 R Dunbar, 64 J H Leverich, 17 J B Devere & co; 2 Buckner, Cobb & co, 14 L Le Carpentier & co, 11 Goodrich & Foster, 20 Fearn, Donegan, Crenshaw & Moon; 72 A Chaiguoux; 12 F Reynaud, 20 Follain Bellocq & Degeiso; 19 E H Botterfield; 10 J Lelande, 26 R C Cammack & co; 12 Burke, Watt & co; 9 Bennett; 11 Burkitt; 12 Moore, Cuishofin & co; 24 E Smith & co, 3 Brander, Williams & co; 3 B Peirce—total 1716 bales; 3 bbls lard and 1 keg butter, W Jackson & co, 1 box mdse Andrews & Bro, 2 bbls corn meal, O Lauve; 35 hales, to order.

MARINE INTELLIGENCE.

PORT OF NEW-ORLEANS.

CLEARED.

Ship James H. Shepherd, Reiman, Havre, I. H Gale
Ship European, McLellan, Liverpool,
S & J P Whitney & co
Ship Duncan, Putnam, Antwerp, O H Messenger
Barque Lillius, Smalley, New York, Master
Brig E. D. Wolfe, Benton, New York, A Kearney & co
Brig Homer, Watts, Philadelphia, Bridge & Bro
Brig Puritan, Elmer, New York, Bridge & Bro
Schr Geo. Cobb, Hammond, Wilmington, (N. C.)
A Kearney & co
Schr Emily Knight, Thomas, Richmond, F F Beck

ARRIVED.

Towboat Swan, Martin, from the Passes—towed to sea ship Anna Maria and Revenue cutter Woodbury—brought up brigs Independence and Michigan.

Towboat Panther, Davis, from the Passes—towed to sea ships Mississippi and Yazoo—brought up ship Aurilla, and brig Tunante.

Ship Aurilla, Foster, 38 days from Havre, in ballast, to master.

Brig Tunante, (Spanish) Bosvero, 16 days from Sisal to F Tio

Brig Independence, Kellar, 6 days from Lavaca Bay (Texas) to L Dobbin.

Brig Michigan, Colman, 14 days from Curaçao, to Fischer & Rayburn.

Steamer Louisiana, Tufts, fm Randolph
Steamer Belle of Arkansas, Mason, fm Tchula.
Steamer Sultana, Pease, fm Vicksburg.
Steamer Gen'l Morgan, Gordon, fm Opelousas.
Steamer Baton Rouge, Walworth, fm Natchez.
Steamer Douglas, Wright, fm Natchitoches.

MEMORANDA.

Brig Michigan reports having left at Curaçao Schr Iowa, for this place in 10 days. Schrs Ontario and Curlew for New York, in 5 days. Schr Dan'l Francis Small, for Boston in 5 days.

Steamer Belle of Arkansas reports steamer Princess at Ellis' cliffs, with main shaft broke.

COASTWISE PORTS.

New York, Feb 13—Arrived, brig Emily, Perkins, New Orleans; brig Attakapas, Hayden, do, barque St. Cloud do; barque Mandarin, Colley do, brig Georges, do, brig Harly, Nelson, do, 11th cleared, brig Yeoman, Weston, do, brig Grand Turk, Norton, do; arrived barque Volga, Harwood, do, barque George Henry, Robinson, do; barque Noble, Brown, do.

Boston, Feb 10—Cleared, ship Farewell, New Orleans, schr Mary Augusta, Farnham, do; 11th, arrived, ship Canton, Packard do; ship Caravan, Bray, do, barque Ganges, Elliott, do, cleared, brig Alderman, Smith, N Orleans

Charleston, Feb 17—Cleared, ship Vespasian, Cotter, N Orleans

Baltimore, Feb 14—Arrived, brig Oceana, Creighton, N Orleans; brig Northumberland, Nason, do.

Norfolk, Feb 13—Arrived, barque Parthian, Allen, New Orleans, the brig Albany, Saxton, from Richmond, bound to New Orleans, went to sea on Saturday last.

DISASTERS.

New York, Feb 11—The barque Natchez, Lindsey, from New Orleans for Boston, which cut away her masts in Boston Bay, to prevent her from going ashore in the late gale, was towed up to the city on Saturday by the steamer Chief Seal. Her cargo is uninjured.

The gale of the 6th was very severe at East Thomaston. The schr Wm. Wallace, lying off at Ulmer's Point drifted some distance, and lost her boat from her stern, the sea making a complete breach from stem to stern. Schr Corvo, outside for New Orleans, struck adrift and run among the breakers; cut away both masts to keep her from going ashore.

PASSENGERS.

Per brig Michigan—Messrs R C Ewing, J M Kennedy, A Guillotion.

Per brig Independence—Mrs Howard and child, Miss Howard, Mrs J Phillebrouce, Miss Lowd, Messrs O C Blunt, W Patterson, W Hickey, J C Plummer, L D Kirby and three steerage.

Per steamer Louisiana—Mr Johnson and lady, Bonner and lady, Messrs Hawkins, McGerrity, Pearce, Wharton, Reed, Bush, Chapman, Barnes, Shaw, Eastman, Montgomery, McAllister, McClain, Gains, Torby, Craig, Gilger, Chamberlain, Cowden, Wills, Walker, Mure, Deston.

Per steamer Belle of Arkansas—B Walton, lady and son, Miss Walton, J Smith, M Miene.

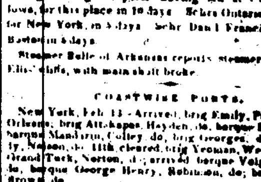
Per steamer Baton Rouge—Mr C W Bryant, J Lange, J M Reel, S Barley.

Per steamer Gen'l Morgan—Messrs Ewing, McCullough, Fuscke, Furgerson, Beton, Lacomb, Heath, Pegram, Clark, Ferguson, Millburne.

Per steamer Sultana—Mr Morford and lady, A Fisk, Marshall, Poindexter, Tupper, Locke, Hays, Lee, Otto, Bowe, Hunter, Davis, Irwin, Roberts, McGrave, Rainney

Per steamer Douglas—B Florance and lady, Messrs Haleran, Tyler, Kebee, Herriman, Foster, Suts, Anderson, Dableau, Duke, Hensky, Horn, Bruce, Morin, Wright, Nisbeth, Smith, Hurst, Pilcy, Hurleton, Robinson, Scheiffin, Furgason, Irwin, Horn, Armstrong, Everall.

BY AUTHORITY.



APPOINTMENT BY THE GOVERNOR,

By and with the Advice and Consent of the Senate.

Lucius Rousseau to be Sheriff of the Parish of Avoyelles.

New Orleans, February 9th, 1843.

MEXICAN CONSULATE.

NEW ORLEANS, Feb. 24th, 1843.

I am directed, by order of the Commander of Tampico, to inform the widow of Captain VICENTE CORDOVA, who was killed in September last at the battle of Salado, to forward her papers to the Mexican Consul at New Orleans, in order that she may receive the pension of a major, to which her husband's death entitles her. She is believed to reside somewhere in Opelousas, [illegible]

f25 3t ECO. DE ARRANGOIZ, Mexican Consul.

THE CHEAPEST BOOKS EVER ISSUED!!!

ALISON'S HISTORY OF EUROPE, No's 1, 2, 3 and 4, price 25 cts.

An Encyclopedia of Science, Literature and Art, comprising the history, description, and scientific principles of every branch of human knowledge, with the derivation and definition of all the terms in use, illustrated by engravings on wood. General editor, W T Brand, F R S L & E. No's 1, 2 and 3—only 25cts per No.

Life and Adventures of Martin Chuzzlewit, by Charles Dickens—price 6 cents.

Just received and for sale by WM McKEAN, corner Camp and Common st.

The new and celebrated novel, Last of the Barons, by Bulwer, is daily expected. [illegible]

BOOTS, BROGANS & SHOES—the subscriber is now receiving a desirable assortment of mens', womens', misses boots, youths and children's boots, brogans and shoes of all descriptions, in store and for sale by

f23—4t J H FELT, 14 Magazine st

SALES THIS DAY.

BY S. GUINAULT & Co.

WILL be sold on Saturday, the 25th inst., at the City Exchange, St. Louis street, without reserve—

A valuable square of ground, designated as No 136, situate in Faubourg Livaudais, as per plan now exhibited at the Exchange. Said square is comprised between St. Denis, 4th street, Dryades street and Washington Avenue, and will be sold in lots. f24

BY J A BEARD, Auctioneer.

Office No. 45 Magazine st.

WILL be sold at auction, Saturday 25th instant, at 12 o'clock, at Banks' Arcade—

The negress Amey, aged 33 years, a good washer and ironer.

Boy Gilbert, aged 11 years, good house servant.

The above negroes are acclimated and sold for no fault; fully guaranteed against the vices and maladies prescribed by law. f24

BY S. GUINAULT & Co.

WILL be sold on Saturday, the 25th February, 1843, at 12 o'clock, at the City Exchange:

The slave JEANNE, aged 26 years, tolerable washer, ironer, and house servant—fully guaranteed.

Terms, cash. f24

BY S. GUINAULT & Co.

WILL be sold on Saturday, 25th inst, at twelve o'clock, at the City Exchange:

The mulatto woman LUCILE, twenty years of age, has been in the country from infancy, a seamstress, cook, confectioner, and fully guaranteed.

Conditions—The purchaser will assume the payment of a note for $140 due next April; balance, one-third cash, six and 12 months credit.

Immediately after, 15 valuable slaves—the description of which will be given at the sale. f24

Livaudais Property.

By JOS A BEARD, Auctioneer.

Office 45 Magazine street

WILL be sold at auction on Saturday 25th instant, at 12 o'clock, at Banks Arcade:

Two desirable building lots situated at Lafayette, in the Parish of Jefferson, and designated by the numbers 15 and 16, on a plan drawn by Bourgerol, dated on the 29th April, 1841. Lot 15 measures 32 feet 2 inches and 3/4 lines front on Live Oak street, by 120 feet deep, between parallel lines. Lot No 16, measures 31 feet 3 inches, 2 lines front on Live Oak street, by 120 feet in depth and front on Philip street, forming the corner of said two streets.

Terms cash.

Act of sale before Charles Boudousquie, notary public, at the expense of the purchaser. f24

Superior Cook !! French and American.

BY J A BEARD, Auctioneer,

Office 45 Magazine street.

WILL be sold at auction, Saturday, 25th inst, at Banks' Arcade, if not previously sold,

The negress Rachel, aged 30 years, a very superior French and American cook, well known and recommended as a woman of good character—sold for no fault and fully guaranteed against the vices and maladies prescribed by law.

Terms. Cash. f22

BY ANTHONY FERNANDEZ.

WILL be sold on Saturday next, 25th inst, at 12 o'clock, at the St Louis Exchange,

A negro girl aged about twelve or thirteen years, robustly built, of good constitution, a good children's nurse, fully guaranteed except that she absented herself once to go and play in the city.

Conditions cash.

Act of sale before Joseph Cuvillier, not. pub., at the expense of the purchaser. f22

BY S. GUINAULT

Postponed Sale

Succession of André Barnabé Doprat

WILL be sold on Saturday, 25th February 1843, at 12 o'clock precisely, at the City Exchange, St Louis street, on account of the heirs of the above mentioned late succession.

A LOT OF GROUND, situate in faubourg St. Mary forming the corner of St Joseph and Magazine streets, measuring (American measure) 30 feet 5 inches fronting St Joseph street, by 91 feet, 11 inches, 3 lines in depth, and fronting Magazine street. Together with a wooden house, having four rooms, a large brick kitchen, having four rooms, privy, water-works, &c. Said property is rented at the rate of $70 W month.

THREE LOTS OF GROUND, situated in Carrollton parish of Jefferson, designated on a particular plan drawn by Zaremouski, the 20th August 1836, and deposited in the office of the Judge of the above parish, numbered 22, 23 and 24 of Square No. 41 A, measuring each 30 feet front ing Second street, between Dublin and Madison, by 120 feet in depth. The whole according to a plan which will be exhibited at the Exchange on the day of sale.

Conditions, cash. Acts of sale before Th. Cuvillier, notary public. f9, 21, 22, 23, 24 & 25

BY ANTHONY FERNANDEZ.

Large sale of Groceries at Auction

THURSDAY next, March 2d, and the following days, at 10 o'clock, A M, will be sold at No 16, St Phillips street, between Conde and Old Levee street, to close a copartnership, the contents of a grocery store, consisting in part sweet oil, in baskets, first quality, twine in casks and boxes, white and red wines in casks and cases, white wine vinegar in barrels, Muscatel wine in cases, liver d'orange in case, pickles, &c in case empty demijohns, cognac brandy in half pipes, Holland gin, Mazeran wine, bale, short sugar, soap, candles, corks in bales, domestics and foreign liquors, and a large and general assortment of groceries too numerous to mention

Terms at sale. f25

Splendid Passenger Steamer ALEX'R SCOTT, Capt J C Swon, for ST LOUIS, on Tuesday, the 14th March, at 6 o'clock P M.

This new and fast running passenger steamer, Capt J C Swon, will leave for the above and intermediate ports on her next trip as above. State rooms may now be secured on application to JOHN R SHAW & Co. Agents, 94 Poydras st. f25

STEAMBOAT MISSOURI—FOR ST. LOUIS

The elegant fast running passenger steamer MISSOURI, Geo Taylor, master will leave on Tuesday the 28th inst, at 4 o'clock P. M. For freight or passage apply on board, at foot of Poydras street, or to

f25 CHARLES DOANE & Co. 69 Poydras st.

Splendid passenger steamer J. M. WHITE for St Louis.

This new, elegant and fast running packet steamer, Capt J M Convers, is daily expected to arrive, and having the most part of her cargo engaged, will have despatch for the above and intermediate ports. For remainder of freight or passage, having unsurpassed accommodations, apply on board or to

f25 JOHN R SHAW & Co. Agents, 94 Poydras st

☞ State rooms may now be secured on application to the agents

FOR ST. LOUIS—Steamer LOUISIANA, Capt A W Tufts, for St. Louis, Mills Point Randolph, Memphis and Vicksburg.

This fine steamer is now ready to receive freight and will have despatch for the above ports, for freight or passage, having fine accommodations, apply on board opposite Lafayette street, or to

f25 JOHN R SHAW & Co. Agent, 94 Poydras st

REGULAR PACKET—Between New Orleans, Lafourche and all intermediate landings. The new steamboat CARRIER, Capt A Choate, will during the high water season, run between New Orleans and Field's Mills, Lafourche, and will stop at all the intermediate landings. The greatest possible care will be paid to the freight placed on board the boat.

The Carrier will run every five days. For freight or passage apply to HENRY TETE, No 21 Front Levy, f11 im Or to the Captain on board.

WEEKLY LAFOURCHE PACKET.

SPLENDID STEAMER BELLE AIR

Capt Alexander M Struck—Having purchased the Steamer BELLE AIR expressly for this trade, will run as a weekly packet throughout the season. Leaving New Orleans every Wednesday morning, at 10 o'clock. And returning to the city, will leave Thibodauxville every Sunday morning.

The Belle Air being entirely new and having superior accommodations for passengers, a portion of the public patronage is respectfully solicited. For freight or passage, apply on board. f11 im

WANTED—A vessel to load for Philadelphia Apply to T & S TOBY & BOGERT, f25 76 Camp st

FOR PHILADELPHIA—Philadelphia and New Orleans Line. The superior fast sailing schooner ROWENA, Capt Williams, having the greater part of her cargo engaged, will have immediate despatch. For freight or passage apply to the Capt on board, opposite the Triangle Buildings or to J H ASHBRIDGE, f25 87 Camp st

FOR NEW YORK—Merchant's Line—The fast sailing A 1 packet ship HARVEST, Captain Wm. Bolton, master, requires 150 bales cotton to complete her cargo, and will sail in a few days. For freight or which, or passage, apply to

f25 T & S TOBY & BOGERT, 76 Camp st

FOR HARTFORD (Connecticut)—A light draught vessel will be despatched for the above port. For freight or passage apply to

f25 J A MERRITT & Co, 53 Camp st

FOR GALVESTON & MATAGORDA, Texas (To sail positively on Thursday next)

The superior fast sailing brig SAM HOUSTON having the greater portion of her cargo engaged, will sail positively as above, for balance of freight or passage having splendid accommodations, for terms apply to

f25 ALEX. GOW, 20 Bienville st

FOR HAVANA—Positively on Sunday, 26th inst. The A No 1, and fast sailing packet brig EMPRESARIO, Captain Collins, will sail as above. For freight of 150 bbls or passage, having fine accommodations, apply on board, or to

f25 PRATS & HERNANDEZ, 27 Toulouse st

FOR LIVERPOOL—To sail Monday the 27th inst—The superior and very fast sailing barque BASHAW, Captain Homer, having all her cargo engaged will sail as above. For passage, only apply on board or to T & S TOBY & BOGERT,

f25 76 Camp st

FOR LIVERPOOL—The superior A 1 and fast sailing ship ONTARIO, Capt Jameson, is now loading for the above port and will have despatch. For freight of 300 bales cotton or passage, having good accommodations, apply on board or to

f25 T & S TOBY & BOGERT, 76 Camp st

FOR NEW YORK—To sail on Saturday, Feb'y 25th. The A 1 and fast sailing brig CANONICUS, Capt Vaughan, having her cargo on board, will sail as above. For freight of a deck load, apply to

f24 L H GALE, 28 Common st

FOR NEW YORK.

The new fast sailing schr REINDEER, Captain Higgins, will have despatch as above. For passage, having good accommodations, apply to

f24 T & S TOBY & BOGERT, 76 Camp st.

FOR NEW YORK. The fast sailing brig ST PATRICK, capt Dyer, has all her cargo engaged, and will have immediate despatch. For passage only, having good accommodations, apply to the master, or to S & J P WHITNEY & Co,

f24 73 Camp st

FOR NEW YORK—(Loading at Lafayette)

[Louisiana and New York Line]

The very fast sailing packet ship LOUISVILLE, Capt M Hunt, wants the bulk of 400 barrels, and will have despatch.

For freight or passage, apply to

f24 HULLIN & WOODRUFF, 60 Camp st.

FOR BOSTON.

Boston and New Orleans Regular Line.

The new A 1, barque CONVOY, Captain Carney, having part of her cargo engaged, will have quick despatch. For freight or passage, having fine accommodations, apply to

f24 HARROD, DARLING & co, 40 Common st

FOR FREIGHT OR CHARTER—The A 1 packet ship HUNTSVILLE, Captain O. R. Mumford, now ready to receive cargo. Apply to

f22 HULLIN & WOODRUFF, 60 Camp st

FOR MATAMOROS—The schooner WILLIAM BRYAN, Capt Moe, will have immediate despatch. For freight or passage, apply to

A. CAPDEVIELLE & CUCULLU, 74 New Levee.

FOR PHILADELPHIA—First Vessel.

Philadelphia and New Orleans Line.

The A 1, fast sailing brig ADNA, Capt. Sherman, having a portion of her cargo engaged, will meet with immediate despatch. For freight or passage, apply on board, or to J H ASHBRIDGE,

87 Camp street

FOR TAMPICO.—The schr VIRGINIA ANTOINETTE, Captain A. Delvaille, will have immediate despatch.

For balance of freight or passage, apply on board, opposite Toulouse street, or to

f20 A CAPDEVIELLE & CUCULLU, 74 Old Levee.

WANTED TO CHARTER—A vessel from 120 to 300 tons burthen to load for a foreign port. Apply to J H ASHBRIDGE & Co, 87 Camp st

Mr. RAMEL, Gardener and Florist from Paris, has the honor to inform the amateurs that he has arrived from France with a fine collection of plants, ornamental shrubs, bulbous roots, and flower seeds—such as camelias, roses, rhododendrons &c. He has also an assortment of fruit trees of every kind. Catalogues will be furnished at his store in Chartres street, between Toulouse and St Louis, opposite the drug store of Mr. Duthe, where all kinds of herbs will be sold at moderate prices. f21 3

TO RENT OR LEASE for three years, a handsome country residence situated on the Bayou road, scarcely a mile from the centre of the city, on a lot of ground fronting 178 feet on Bayou St John by three arpents in depth, on which there are a fine house kitchen, servants' rooms, stables, fowl houses, &c. Apply to f13 A GARNIER, 102 Royal st.

RANAWAY from the subscriber on the 17th October, a negro named DICK RICHARD GREEN 45 years of age, five feet high; tries to pass himself off as free. A reward of five dollars will be given to whoever will deliver said negro at the corner of Tréme and Ursuline streets.

f 20 3t AUGUSTINE LYON.

APPLETON COTTONS—45 bales A. C. Appleton cottons, for sale by F DE LIZARDI & Co.

f 21 83 Bienville st

AMUSEMENTS.

NEW ST. CHARLES THEATRE.

Managers—LUDLOW & SMITH

BENEFIT OF MRS. FARREN.

Mr Sinclair, Miss Mary Ann Lee, and Mr J. M. Field have tendered their services for the occasion.

SATURDAY, February 25th,

The Drama of

CHARLOTTE TEMPLE.

Charlotte Temple . . . . Mrs. Farren

After which, the musical piece of the

SPIRIT OF THE CLYDE.

Kenneth McKenzie . . . . Mr. Sinclair

With the songs "Come sit thee down," "Johnny Sands," "The lass with the bonny blue een."

Alice, ... Miss C. Chapman

A Scotch Pas Seul by Miss MARY ANN LEE.

To conclude with a new afterpiece called the

LITTLE BACK PARLOUR.

Mr. Tibbs, ... Mr. J. M. Field
Mrs. Tibbs . . . . Mrs. Farren.

☞ Sunday, a favorite opera, in which Mr Sinclair will appear—last night of his engagement.

Succession of Virgile Delegorgue.

SALE BY THE REGISTER OF WILLS.

WEDNESDAY, twenty ninth March, 1843, at one o'clock P M, at the City Exchange, fronting on St Louis street, between Chartres and Royal streets, by virtue of and in obedience to an order rendered by the Honorable Court of Probates in and for the parish and city of New Orleans, State of Louisiana, dated 21st February, 1843, will be sold for account of the succession of the late Virgile Delegorgue, deceased, the following described landed property viz:

A certain tract of land situated in the parish of St Bernard, on the left Bank of the Mississippi, at about six miles below the city of New Orleans, designated by the No twelve of a certain plan of division of the Lacoste plantation, made by Louis Bringier, surveyor general, and deposited in the office of Jules Mossy, a notary public of this city, in the part of said plan marked A, and measuring one arpent front on the river with a depth of sixteen arpents five feet five inches on one side, and sixteen arpents twenty toises three feet on the other side, and one arpent in the rear of the Mexican Gulf railway.

Another tract of land situated in the parish of St Bernard back of the above described tract, and designated the lot No twelve, on the part of the aforesaid plan marked B, measuring one arpent front on the Mexican Gulf railway, with a depth of twenty-nine arpents seventeen toises one foot seven inches on one side, and twenty-nine arpents two toises and four nine inches on the other side and one arpent in the rear, with a small wooden building and fences.

Terms of sale—One fourth cash, and the balance at six and twelve months credit, with special mortgage on said property, and notes satisfactorily endorsed.

W F C DUPLESSIS, Register of Wills.

N B The acts of sale at the expense of the purchasers, before Lafitte Turgeau, Esq. not. pub. f24

Succession of William Emerson.

PARISH OF ORLEANS—Court of Probates. Notice is hereby given to the creditors of this estate and to all other persons herein interested, to show cause, within ten days from the present notification, if any they have or can, why the account presented by Charles Byrne, administrator of the succession of the late William Emerson, deceased, should not be homologated and approved and the funds distributed in accordance therewith.

By order of the Court.

f24 3t fe 10d W F C DUPLESSIS, Register of Wills.

Succession of Eugene Laclotte, fils, &c.

SALE BY THE REGISTER OF WILLS.

WEDNESDAY, twenty ninth March, 1843, at one o'clock, P M, at the City Exchange, fronting on St. Louis street, between Chartres and Royal streets; by virtue of, and in obedience to an order rendered by the honorable Court of Probates in and for the parish and city of New Orleans, State of Louisiana, dated 24th February, 1843, will be sold for account of the succession of the late Eugene Laclotte, fils, &c the following named slaves, viz:

SUSANNE, negress, aged about twenty-eight years

ERNEST, griffe, aged about twelve years.

Terms—Cash W F C DUPLESSIS, Register of Wills.

N B The acts of sale at the expense of the purchasers before J Cuvillier Esqr Not. Pub. f24

STATE OF LOUISIANA—Parish Court for the Parish and City of New Orleans—Present the honorable Charles Maurian Judge—February 24th, 1843 No 17,473

Allain & Tremoulet vs Their creditors—and the creditors of V Allain junior and Cyprien Tremoulet—It is ordered that all persons concerned show cause within ten days from and after the first publication of this order, why the second provisional tableau of distribution filed in this court should not be homologated and confirmed and the funds distributed in accordance therewith.

By order of the Court—New Orleans, February 24th, 1843.

f25 3t 10d C WEYSTRAM, Dep'y Clerk.

IN BANKRUPTCY—United States District Court, Eastern District of Louisiana. Allen Johnson, individually and as a member of the firm of Johnson & Smith of Clarksville, Tennessee.

Notice is hereby given, That Allen Johnson, declared bankrupt, has petitioned for a discharge and certificate, upon which an order of court has been entered, appointing for the hearing thereof, at this court the 1st day of June, 1843, at 10 o'clock, A M, when and where all creditors who have proved their debts and all other persons in interest, may appear and show cause, if any they have, why such discharge and certificate should not be granted.

February 24th, 1843—By order of the Court.

JAMES R JENNINGS, Dep'y Clerk of the f26 7t in 70ds United States District Court.

IN BANKRUPTCY—United States District Court, Eastern District of Louisiana—Oliver Potts, declared a bankrupt.

Notice is hereby given, that Oliver Potts, declared a bankrupt, has presented his petition for a discharge and certificate, upon which an order of court has been entered, appointing for the hearing thereof, at this court the 1st day of June, 1843, at 10 o'clock, A M, when and where all creditors who have proved their debts and all other persons in interest, may appear and show cause, if any they have, why such discharge and certificate should not be granted.

February 24th, 1843.

By order of the Court.

JAMES R JENNINGS, Dep'y Clerk of the U States District Court. f24 7t in 70ds Every 1 m

IN BANKRUPTCY.—In the District Court of the United States—Eastern District of Louisiana—In the matter of O Debois vs His Creditors and the Creditors of Louis Rendig.

By virtue of an order of court issued from the Honorable the District Court of the United States, for the District aforesaid, I shall expose to public sale, on Monday the 13th day of February, 1843, at the hour of 11 o'clock, at the corner of St Charles and Gravier streets, in the city of New Orleans, Tattersall's stables—

Seventy-four horses, consisting of saddle horses, and matched carriage horses, &c.

Nine carriages, different patterns and qualities.

Also, nine cabs, such as are used in this city.

Ten buggy waggons of different patterns.

Also the harness, which may be adapted to the several vehicles.

Terms, cash. A. SIDNEY ROBERTSON, f20 ☞ 27 United States Marshal.

JAMES FENLINE vs JOHN JAMESON and [illegible] JAMESON.

Same vs Same

BY virtue of two writs of fieri facias to me directed by the Hon'ble Prevot, associate judge of the City Court of New Orleans, I shall expose at public sale on the 27th March, 1843, at noon, in the rotunda of the City Exchange, St Louis street, between Chartres and Royal streets—

A certain lot of ground together with the buildings thereon situated in faubourg Marigny, in Marigny street, between Greatmen and Craps streets, and being part of lot No 202 of the general plan of said faubourg, measuring 30 feet front on Marigny street by 120 feet deep, bounded on one side by the property of widow Vallée, and on the other by the property of Joseph Demonney, measuring 120 feet front on Marigny street by 60 feet deep. Seized in the above cases.

Terms cash. C. CLAIBORNE, f24 City Marshal.

City Bank,

New Orleans 20th February 1843.

NOTICE is hereby given to the stockholders of this Bank, that the annual election for twelve Directors to serve for one year, will be held at the Banking House on Monday the 6th March next, between the hours of 10 A. M. and 2 P. M. R J PALFREY,

f2 Cashier.

FANCY STRAW HATS AND MILLINERY.

THE subscriber has just received from Paris a splendid assortment of fancy straw hats, caps, &c, in all styles, artificial flowers, fancy spring ribbons, &c and 16 together with other desirable goods, suitable to the trade, for sale low by D BEHRMAN,

f24 1m 60 Chartres st

NOTICE—Persons having any claims against the estate of Joseph Lombard, are requested to make known to the subscriber, administrator of said succession, and those indebted, to pay immediately in his hands, as he is desirous of being discharged with the settlement of said succession. Corner Canal and Casters. IRE LOMBARD.

FIREMEN'S INSURANCE COMPANY.

THE stockholders of this company are requested to attend an adjourned meeting to be held at the office of the company on Saturday evening, February 25th, at 6 o'clock.

☞ Punctual attendance is desired as business of importance will come before the meeting.

f24—2t J B LABOUISSE, Chairman.

DAY AND BOARDING SCHOOL

FOR YOUNG LADIES.

No 30 Bourbon street, between Customhouse and Canal streets.

MADAME GRANET finding it necessary to enlarge her establishment, has hired, and now occupies the adjoining house, in addition to her own. This arrangement affords spacious, airy class-rooms, a fine yard for recreation, and renders the institution every thing that parents can desire, as to the health and comfort of their children.

Madame GRANET takes this occasion to inform parents that Mr. Baucans has opened in the establishment a class of Singing and Music, to mutual instruction. By this method—which is quite a new one—he will guarantee with one year's instruction, that his pupils will be able to read music at sight with facility. The class is held three times a week.

Terms—Three dollars per month.

☞ Young ladies not attached to the establishment can be admitted to the class. f17 3m

THE subscribers inform their friends and the public in general, that they have just opened, No. 145 Royal street, between Canal and St. Louis streets, a dry goods store, and that they will constantly have on hand an assortment of Bordeaux wines, the qualities of which are sufficiently well known in the market

They trust they may rely on the patronage of their friends J A T LACOSTE. f16—1y

GOODS FOR THE MEXICAN MARKET—20 cases 27 inches indigo blue Drill;

10 cs 26 inches, do do;

20 bales 27 inches brown drills,

10 do 30 do do do,

A large assortment of silks, consisting in part of cravats, handkerchiefs, hosiery, brocade handkerchiefs, aprons, scarfs, bonnets and sewing silk of various colours, for sale on accommodating terms by WOOD & SIMMONS,

f24 60 Magazine st

COGNAC AND CHAMPAGNE BRANDIES—In pipes, quarts, and eighths, of the best brands, and comprising a general variety for sale by

f24 CANTIN, DABAN & Co, 15 St Louis st

CHAMPAIGNE BRANDY—Old cognac brandy, fine champagne of 1844, 1st proof, in half pipes, quarter casks and bbls for sale by J ALBERT,

f24 98 St Louis st

MANUFACTURED TOBACCO—1500 boxes and half do Virginia and Kentucky, of various brands and qualities for sale by A L ADDISON & Co,

f24 60 Tchoupitoulas st

BEEF—Mess and prime beef, in barrels and half barrels, of Bennett's inspection, just received per steamer American Eagle, and for sale by

f24 JOHN A. MERRITT & co, 53 Camp st

HIDES AND WOOL—1,300 dry salted hides, 1,400 flint hides, 100 bales wool, landing ex schr. Watchman from Matamoros, for sale by

f24 R D BLOSSMAN, 86 Bienville st

FLOUR—1500 bbls superfine, for sale by

SHULTZ, HADDEN & LEACH

f24 96 Poydras st

FLAX SEED—[illegible] tierces for sale by

SHULTZ, HADDEN & LEACH,

f24 96 Poydras st.

PORK—[illegible] bbls clear pork for sale by

SHULTZ, HADDEN & LEACH,

f24 96 Poydras st

BACON HAMS—10 casks western for sale by

SHULTZ, HADDEN & LEACH

f24 96 Poydras st

BEEF—Mess and prime, in bbls and half bbls, for sale low to close consignments by

f24 SHULTZ, HADDEN & LEACH, 96 Poydras st

ROPE, PACKING YARN AND TWINE—For sale low to close consignments, by

f24 SHULTZ, HADDEN, & LEACH, 96 Poydras st

COGNAC BRANDY—4th proof, J J Dupuy and J J Renaud, in half pipes, for sale by

f24 J ALBERT, 98 St Louis

HAVANA SEGARS—A complete assortment of best quality in store for sale by

f24 J M CABALLERO, 98 Old Levee

SWISS Absynth and Kirsch, of superior quality, warranted genuine, for sale by

f24 J ALBERT, 98 St Louis st

CORN—300 sacks white corn in fine shipping order, for sale by

f24 HARROD, DARLING & Co, 40 Common st

COFFEE—Havana prime green in a store and for sale by

f24 J M CABALLERO, 98 Old Levee

FLOUR—In store and for sale by

f24 A L ADDISON & Co, 60 Tchoupitoulas st

Commercial.

NEW-ORLEANS, FRIDAY NIGHT.

FEBRUARY 24, 1843.

[illegible] business in a way of activity. The unsettled state of Exchange, and the difficulty of negotiating [illegible] transactions [illegible] movements.

The operators in our great staple are looking forward with great anxiety for the advices from Europe, three [illegible] the receipt of the last intelligence.

The weather has been favorable for out-door pursuits. The river is rising.

COTTON. Arrived since the 21st instant, of Louisiana and Mississippi 5,648 bales, Tennessee and North Alabama 2800, Arkansas, 148—Florida, 270—Mobile, 265—Texas 8. Together, 14,129 bales. Cleared, in the same time, for Liverpool, 960 bales—Havre, 383; Antwerp, 1041; Bremen, 281—New York, 4,2; Boston, 834—Providence, R. I., 82, together 10,7,6 bales, making an addition to stock of 2411 bales, and leaving on hand inclusive of all on shipboard not cleared this day, a stock of 189,519 bales.

STATEMENT OF COTTON.

[illegible]

A fair amount of business has been transacted in Cotton since our review of Tuesday last, and the market was steady [illegible] to-day the sales embraced [illegible] bales, including [illegible] taken for the French market. The [illegible] England. [illegible]

LIVERPOOL CLASSIFICATION.

[illegible]

SUGAR. [illegible]

MOLASSES. [illegible]

FLOUR. The market has been very dull [illegible]

WESTERN PRODUCE. [illegible]

WHISKEY. [illegible]

BAGGING AND BALE ROPE. [illegible]

SALT. [illegible]

COFFEE. [illegible]

EXCHANGE. [illegible]

EXCHANGE OUT DOORS.

[illegible]

FREIGHTS.

[illegible]

☞ The ship FAIRFIELD, Capt. Wilson, from New York, is discharging opposite the Vegetable market. Consignees will please receive their goods on the Levee.

f24 LEVI H GALE, 28 Common st

☞ Notice—The cargo of the British ship ANN JEFFREYS [illegible] A L ADDISON & Co.

☞ The ship FAIRFIELD, Capt. Wilson, from New York is discharging opposite the Vegetable Market—Consignees will please receive their goods on the Levee.

f24 LEVI H GALE, 28 Common st

LARD—In kegs, for sale by C DOANE & Co, 69 Poydras st

CANDLES—100 boxes sperm candles, for sale by C DOANE & Co, 69 Poydras st

ROPE—[illegible] for sale by C DOANE & Co, 69 Poydras st

LEAD—[illegible] pigs in store, and for sale by C DOANE & Co, 69 Poydras st

TOBACCO—35 boxes for sale cheap by C DOANE & Co, 69 Poydras st

BUTTER—[illegible] kegs Western Butter, for sale by C DOANE & Co, 69 Poydras st

ZANTE CURRANTS—6 brls fresh, for sale by C DOANE & Co, 69 Poydras st

EXCHANGE on Boston for sale by J A MERRITT & Co, 53 Camp st

HAVANA COFFEE—[illegible] for sale by A DURAND, 7 Conti st

SUGARS—[illegible] of all descriptions, for sale by A DURAND, 7 Conti st

WHITE WINE—[illegible] for sale by A DURAND, 7 Conti st

DEMIJOHNS—1500 demijohns, for sale by A DURAND, 7 Conti st

WHITE WINE—[illegible] very superior, for sale by CANTIN DABAN & Co

LOOKING GLASSES—[illegible] for sale on cheap terms [illegible]

FRENCH CORDIALS—[illegible] for sale by CANTIN, DABAN & Co, 15 St Louis st

BRANDY CHERRIES—50 Boxes [illegible] CANTIN, DABAN & Co, 15 St Louis st

TEA—A very superior quality Young Hyson, in store and for sale [illegible] T & S TOBY & BOGERT, 76 Camp st

BRIMSTONE—[illegible] superior quality in store and for sale [illegible] T & S TOBY & BOGERT, 76 Camp street

PATENT WHITE CANDLES at reduced prices, for sale by J F LORFITH

CLARET IN CASES—from boxes St Julien and St Estephe Medoc, Chateau Margaux and Lafitte, for sale by CANTIN DORAN & Co, 15 St Louis st