THE BEE.

PRINTED AND PUBLISHED DAILY BY
JEROME BAYON.
CORNER OF CONDE AND CHARTRES STREETS.

THE UNION—IT MUST BE PRESERVED."

THURSDAY MORNING, OCT. 23, 1834.

At the request of several officers of the Union, we announce Bernard Marigny, Esq., as a candidate for the office of Major General of the first division, vice the late General P. Lacoste, deceased.

The *Bulletin* could not have done a better piece of service to the president, than by publishing his masterly answer to Saml J. Peters, chairman of the public meeting got up to nullify the post-master general. We discharge the *Bulletin* from any desire to set the matter in its true light, for we know the dishonest, disingenuous and unmanly course it pursues in reference to the administration. It was with it a mere matter of necessity, which it would have avoided, judging by its comments, rather than not.

In the president's reply there is no evasion, neither is there any obscurity that might be interpreted against him, his reasons are obvious to the understanding of every man, and cannot be misconstrued by the artful ingenuity of his enemies. Little did the persons who got up this business imagine that it would tend to an explanation that must be satisfactory to every reasonable man. Our readers will find the correspondence in another column, and we invite their attention to it, as well as to a similar correspondence between the president of the chamber of commerce and Mr. Barry.

ALL HAIL CONNECTICUT!

Returns from that state have been received, which show a great democratic increase, and assure the election of the republican candidates for congress by decisive majorities.

The N. Y. Commercial (a whig paper,) admits that the returns are very unpropitious to the anti-Jackson cause, and concedes the possibility of a "very victory."

The result in Connecticut, unlooked for as it was, should inspire the republicans throughout the union with greater animation. A happy spirit pervades the country from Maine to Georgia, which cannot but render the President more popular than ever.

BETTER AND BETTER!

The Georgia Elections.

The returns from Georgia have been nearly all received. In sixty-three counties the aggregate vote for members of congress stands:

Democratic.		Whig.	
Coffee,	25,267	Beall,	22,538
Grantland	25,490	Campbell	22,583
Haynes,	25,307	Daniel,	22,486
Owens,	25,249	Foster,	22,999
Sanford,	24,996	Gamble,	22,854
Schley,	25,223	Gilmer,	23,354
Terrill,	25,105	Lamar,	22,580
Towns,	25,182	Newman,	22,434
Wayne,	25,546	Wylde,	23,215

The following counties remain to be heard from—Appling, Cherokee, Cobb, Decatur, Dekalb, Emanuel, Forsyth, Gilmer, Habersham, Hoard, Lowndes, Marion, M'Intosh, Montgomery, Murray, Newton, Paulding, Pike, Rabun and Sumter.

No doubt can now be entertained of the success of the good cause in Georgia, which will insure a change in the present delegation to congress of eight members. The present representatives from that state are all opposition men, with the exception of Wayne, who has been re-elected. Thus, in place of a majority of sixteen votes which we had in the last congress we will have one equal to thirty-two, without taking into consideration our increase in Maine, Connecticut, and Pennsylvania, which will augment our force at least 5 or 7 votes more. With such solid triumphs on these, what effect can the pigmy efforts of the opposition have upon us. What if they do succeed in Baltimore, shd do not lose the state of Maryland. The latter we had but slender hopes of, and the former we never calculated upon. The people's cause is safe, let the hush-money say what they please!

PERRY'S MURDER!

That the violent measures adopted by the supporters of the U. S. Bank, has been the direct cause of the melancholy death of Perry, no one who has watched the course of events for the last twelvemonth can conscientiously deny. For nearly the whole of that period, the cry has been for a revolution, and the worst and deadliest passions of the human heart have been appealed to, to bring about a state of things, which no patriot or friend to his country can contemplate without shuddering. The senate of the United States have lent a willing hand to the accomplishment of this diabolical and atrocious purpose, and the fearful crisis, "when pistols should flash, and dicks gleam in the highways of our cities," has been predicted by certain demagogues in that body, with as little compunction, as if they regarded anarchy and bloodshed as matters of no moment.

In vain have the democracy of the country expostulated upon the manifest impropriety of such proceedings—in vain have they urged that it would be better that a dozen monied corporations should perish, rather than that a single drop of human blood should be shed—in vain have they recommended moderation and coolness, their efforts have proved unavailing, and have only served to excite ridicule on the part of their opponents. The incendiary movement of forming military bodies and sending them on to Washington "to legislate at the point of the bayonet," has been seriously debated, with a thousand other stimulants to violence and bloodshed. The friends of the president have been reviled, and many of them in many instances treated in the most abominable manner, because they would not sacrifice their principles, and chime in with the cries of panic and distress makers. All this have the republican party borne patiently, and posterity in doing justice to the motives by which they were impelled in opposing a heartless institution, will recognize the feeling as scarcely less honorable than the steady and unflinching stand they maintained during a contest of a most bitter and unrelenting character.

The last step taken by the bank-partizans to close the stores and suspend public business, is one fraught with danger—we have seen an estimable and worthy man, in the midst of youth, cruelly murdered; but this, we apprehend is not the only evil consequence that will result from the misguided policy of our opponents. A fearful responsibility rests upon them. They have been implored to pause in their suicidal and mad career.—Will they do it? The eyes of the world are upon them, and if mischiefs do arise, woe be to those by whom these mischiefs are occasioned!

From the American Sentinel.

PHILADELPHIA, Oct. 6.

ELECTIONS.

We publish on Saturday morning a detailed statement, in most instances, copied from the official returns of the votes polled on Friday, in every ward and township of the city and county of Philadelphia, with the exception of the township of Germantown and Bristol. From these statements we have compiled the following summary, for the purpose of exhibiting, at a single view, the strength of the two parties in the three congressional districts, into which the city and county of Philadelphia are divided. Although not supposed to be perfectly accurate, it will probably be found not to vary far from the truth. It will serve at least as a basis upon which our readers, especially those out of the state, may found their own calculations:

FIRST CONGRESSIONAL DISTRICT.

	Dem.	Opp.	Total.
Southwark,	1000	600	1600
Moyamensing, maj.	100		
Passyunk,	136	62	198
Kingsessing,	111	62	173
Blockley,	216	268	484
Roxborough,	266	230	496
Germantown, maj.		80	
Bristol, maj.		24	
Penn Township,	170	90	260
Totals,	2007	1476	3691

In Moyamensing, Germantown, and Bristol, we have not the aggregate vote, but only the majorities in every election district, except Blockley, Germantown and Bristol.

SECOND CONGRESSIONAL DISTRICT.

	Dem.	Opp.	Total.
1 Upper Delaware,	393	273	666
2 Lower Delaware,	301	425	726
3 High street,	182	310	492
4 Chestnut,	196	202	398
5 Walnut,	78	269	347
6 Dock,	146	325	477
7 Pine,	189	345	535
8 New Market,	395	399	794
9 North Mulberry,	503	49	552
10 South Mulberry,	238	376	608
11 North,	372	377	749
12 South,	182	284	466
13 Spring,	119	352	471
14 Lombard, †	334	443	777
15 Cedar,	233	355	588
Totals,	3961	4235	8196

[illegible] stained from voting, in consequence of some dissatisfaction with the decision of the constable respecting the assistant judges. Probably two or three hundred votes ought to be added to the opposition column on that account.

†In Lucas Ward two polls were opened, one at the usual place of holding the elections, and the other opened by the constable of the ward at a house in the vicinity. We have given the votes received at both places.

THIRD CONGRESSIONAL DISTRICT.

	Dem.	Opp.	Total
Northern Liberties,	1972	1563	3535
Spring Garden*	1023	816	1839
Kensington,	1112	616	1728
Unincorporated, N. L.	142	85	227
Uxford,	227	233	460
Lower Dublin,	195	212	407
Byberry,	67	82	149
Moreland†			

*In this summary we have not included the Third Ward, Spring Garden, because no regular poll was opened, each party holding separate elections, and claiming them to be respectively legal. At the Jack-on poll, it is said, that 120 votes were received, and at the anti-Jackson 190. Admitting this to be correct, it will give Col. Watmough 60 additional majority, and reduce General Ash's aggregate majority to about 1,630, enough to satisfy any reasonable man that Col. Watmough has not the slightest chance of re-election. The men will not more certainly rise on the 14th of October than the 14th October than that John G. Watmough will on that day be defeated, and Michael W. Ash chosen to succeed him by a most decided and triumphant majority.

†This is a very small district. There was no opposition to the democratic candidates for assessor and inspector.—We do not know the exact number of votes received.

We are pleased to perceive by an advertisement which the reader will find in our columns, that the Medical Association created by an act of the Legislature of 1818, has been revived under the most favorable auspices. An establishment of the kind cannot but prove advantageous, and we trust that an *esprit de corps* among the medical profession will not suffer it to vanquish again for a want of attention.

CANAL STREET, Oct. 22.

MR. BAYON,

Sir—You will oblige the members of the Chamber of Commerce, by inserting the enclosed documents in the "Bee" as early as possible.

I am, Sir,
Your most ob't serv't,
CHAS. BRIGGS, sec'y.

POST OFFICE DEPARTMENT,
Oct. 7th, 1834.

Thos. Urquhart, Esq. President, Chamber of Commerce—

SIR—I have the honor to acknowledge the receipt of your let er of the 14th August last, soliciting on the part of the New-Orleans Chamber of Commerce, the continuance of a daily mail between that city and Mobile. In reply, permit me to enclose you a copy of my letter of the 2d inst. to the President of the United States, in answer to the memorial and resolutions adopted at a public meeting of the citizens of New-Orleans on the 25th July last, the communication of which was made by the chairman, Samuel J. Peters, Esq'r, to the President, and by him referred to this Department.

The memorial of the citizens, and your application from the Chamber of Commerce, would have received earlier attention, but for the absence of the President from the city.

I take pleasure in assuring you that it is the earnest desire of the Department to restore the daily mail between Mobile and New-Orleans, as soon as the circumstances of the Department will permit.

I am, Sir,
With great respect,
Your ob't serv't,
W. T. BARRY.

(Copy.)

POST OFFICE DEPARTMENT,
October 3rd, 1834.

To the President of the United States,
Washington City, D. C.

SIR—I had the honor to receive from you the reported proceedings of a public meeting held at New Orleans on the 25th of July last, at which Samuel J. Peters, Esq. was Chairman, on the subject of the reduction of the daily to a tri-weekly mail in steam boats between Mobile and that city.

The views presented by the meeting of the vast importance of a regular and frequent mail communication between New Orleans and the cities of the North, have been more than anticipated by me; when in April 1830, the Senate of the United States, among other subjects of enquiry into the condition of the Post Office Department, made the propriety of my contract for the first regular tri-weekly mail between these two cities, $25,000 per annum, an object of investigation. The Senate's resolution of enquiry and my answer of the 4th May 1832, were as follows:

"Resolved, That the Postmaster General be directed to inform the Senate whether any change has been made by him in the mode of conveying the mail between Mobile and New Orleans, and if so, what time has been gained, and what is the additional expense; and also, in what other cases he has made additional compensation to contractors, how much, and what reason in each case."

"In answer to this resolution I have the honor to state that no essential change has been made by me, in the mode which was partially introduced by my predecessor of carrying the mail between Mobile and New Orleans.

"A contract was made by him with George Buckley, to carry the mail in steam boats between these two places, three times in each week, from January 1st 1827, to December 31st 1830, for $9,900 per year. The performance, however, did not commence till March 1st 1827, when the experiment demonstrated the impracticability of performing three trips a week without incurring an expense which his contract price would never repay. He therefore carried the mail but twice a week during the continuance of his service which was from the 1st of March 1827 to the 31st of December of the same year, when the steam boat was burnt. The inadequacy of the compensation, and the great loss which he had already sustained, subjected the contractor to the necessity of abandoning the contract, and in the month of February following it was annulled.

"My predecessor appears justly to have regarded that route as too important to be abandoned. He therefore entered into another contract with Rhodes & Austill, to transport the mail three times a week, between those two points, for $14,000 a year. They commenced the service on the 15th December 1828, but the heavy expense incident to the undertaking very soon involved them in complete pecuniary ruin, and under circumstances exiting for compensation, rather than censure, they were compelled to abandon the contract, and in the beginning of June 1829, their contract was annulled.

"It was while these, then faithful to their undertaking, so far as their ability extended, were sinking under the burden of their contract, that I came into the Department.

"Upon the failure of Rhodes & Austill, temporary arrangements were made to have the mail transported in packets between those two places at $46 per trip, each way, and as often as convenience, depending on wind and weather, would admit. This mode, necessarily irregular and uncertain, cost the Department at the rate of $12,480 a year, for three trips per week, each way.

"The mercantile interests of the country required a regular and prompt communication between New Orleans and the commercial cities of the Atlantic States. It was of vital interest to the whole of the Western States and Territories, and to the great mercantile establishments of every maritime state of the Union. The interests of agriculture, of commerce, and of manufactures, all conspired to demand it. Two unsuccessful efforts had been made for its accomplishment, which had excited high expectations to be followed only with disappointment to the public, and ruin to the contractors. The most important correspondence began to be diverted from the mail to the hazardous elements of the ocean, as less precarious than the only mode which now remained; and the consequence was, that the revenue of the department, so far as it depended upon that source, was rapidly declining.

"The only remedy was a perseverance in the mode which my predecessor had wisely introduced, that of transporting the mail between Mobile and New Orleans by steam boats. I therefore issued an advertisement, according to law, for proposals to carry it that way. Several propositions were made, but most of them by persons, of whose competency and efficiency there was no satisfactory evidence. The highest bid was for $30,000 a year. The lowest bid, in which full confidence was warranted for a faithful performance, was $25,000 a year. This was accepted, and the contract was made for four years, beginning in December last, with a company, whose long connection with the department, as contractors, had proved them competent to any undertaking—men, whose energies and perseverance are seldom equalled and never surpassed. They have already invested nearly $50,000 in that service. They have two steam boats in operation, and are performing to the entire satisfaction of the department and of the public.

"Before this route was established, the communication between the commercial cities and New Orleans was by way of Tennessee, Alabama, and Mississippi, by which route communications from this place could not reach New Orleans in less than twenty-two days. By means of the present extension between Mobile and New Orleans, communications from this city reach that place in fifteen days; making a difference of seven days earlier than without this arrangement. [Subsequently to the year 1831, the communication between this city and New Orleans, has been made twelve days, which expedition is still preserved.] While the commercial interests of the country are highly benefitted by this improvement, the celerity and regularity with which communications are now conveyed, give to the mail such decided advantages over the transmission by packets and other vessels, that correspondence between New Orleans and the Atlantic States is now carried on principally by this route; the revenue from that quarter is rapidly increasing, and it is believed that its increase, in consequence of this contract, will fully meet the whole expenses of the contract." [*See Sen. Doc. No. 138, 21st Congress, 1st session.*]

These reasons were presented in favor of my contract of 1829, for a tri-weekly mail. But, in the fall of 1831, I directed an improvement to a daily mail communication on this route, at the price of $40,000 per annum, and the late report of the minority of the Senate's committee on Post Office affairs, still more cogently sustains the policy of the department in these measures, as follows:

"It has been suggested that this [the existing] contract was liable to exception. It should be remembered that the Postmaster General is expressly authorised by the act of 1825, to cause the mail to be transported by water from the city of Mobile to the city of New Orleans. It was put into operation before the present Postmaster General came into office; was advertised, and regularly let to contract, in July 1829, the transportation between the above named places to be tri-weekly, at the price of $25,000 per annum. The additional $15,000, for the additional four trips a week, so as to make the service daily at $10,000 per annum, was clearly less than the pro rata allowance which the Postmaster General is authorised by the law to grant.

"It is allowed, however, that this route cost the large sum of $10,000, while the net amount received for postages in the year ending on the 31st of March 1833, in the whole State of Louisiana was only $16,716 42 cents, and at this time cannot greatly exceed that sum; and in the State of Alabama the net amount of postages, in the same period, was only $37,082 58 cents. Were these two States alone interested in this route, it would be readily admitted that the expense produced by it, would be unreasonable; but when it is recollected that New-Orleans is the point to which the whole surplus of agricultural products of the nine western states, and the western parts of Pennsylvania and Virginia are transported to market, and the purchasers in a great measure, are the merchants and traders of the eastern cities, it will be seen that the whole western states, and a great portion of the eastern trading community, have an interest in securing a certain, frequent and speedy transmission of intelligence by this route.

"At first view it may seem exceptionable that the Postmaster General has granted such important mail facilities in the Southern and Western States, and has not, to a greater extent, discontinued unproductive routes in those sections, inasmuch as the postages received in those states, in no instance equals the expense of the transportation through them. It is true, by the act of 1825, he is directed whenever, within the term of three successive years, a route shall fail to yield one-fourth of the expense incident to its establishment, to discontinue the same, unless in cases where it may be necessary, as a connexion or continuance of a route or routes, and provided he shall not deprive a seat of justice in any county of one mail going to and from it. We are not aware that this injunction of the law has been disregarded, nor have we had time minutely to investigate this subject, our attention having been directed to objects deemed more important. One general fact, is however, apparent: that the southern and western states do not, through the offices in them, contribute to the Department an amount equal to the expense of transportation. This arises from several causes. A commercial and manufacturing community have more correspondence, and, of course, contribute a greater portion of the revenues of the department, than an agricultural people. A dense will contribute more than a sparse population. Besides, the expense of transportation through an old and thickly settled country, where the roads are well improved, and where many passengers travel in mail stages, will be much cheaper than in a quarter of the country thinly inhabited, and where the roads are not in so high a state of improvement. But it should be observed, that the postages returned to the general post-offices in the southern and western states, do not contribute the whole amount that mail facilities in those sections contribute to its revenue. Much of the postages received in the large eastern cities arise from correspondence received from the citizens of the southern and western states.

But suppose the fact in this particular to be, that the southern and western states have some advantage; it may be safely affirmed, that this is the only department of the government, in which they are on a footing of equality with other sections of the United States, in the benefits accruing from the disbursements of public moneys. To say nothing of the unequal operations of the revenue laws, upon the different parts of the country, it is apparent, that the public moneys are principally expended on the eastern sea board; as instances, light houses, breakwaters, harbors, fortifications, and many other objects of expenditure that might be named, having no corresponding disbursements in the western states. We therefore, think, that the circumstance of less money being collected by the department in the southern and western states, than the cost of transportation of the mails therein, constitutes no solid objection, either to the legislation of congress on this subject, for the objection would equally apply that of the administration of the Department." (*See Sen Doc. No. 422 pages 279.—3*)

In the retrenchment of the expenditures of the department made in December 1833, by the reduction of mail facilities throughout the union this daily route between Mobile and New Orleans was considered of too great importance to the public to be reduced or curtailed; through the reduction then ordered amounted to $393 166 per annum.

The loans which the department had been compelled to obtain from the banks, (on the credit of its own resources) could not, from their nature, be of long continuance. A provision, for the speedy payment of these loans, became necessary. The committee of the senate had, from motives of their own, addressed an inquiry to me, desiring me "to inform them, what money advanced to the department would enable me, with the aid of its present means, discharge the debts and comply punctually with the existing engagements of the department." I replied to the inquiry, on the on the 1st of May 1834, although it was in the power of the department, without aid from the treasury, by means of further retrenchments, to pay off its debts, and bring its expenditures within its revenues; and I stated the periods within three years at which the amount advanced could be returned to the treasury, without the reduction of any existing engagement, for transportation. But as the congress closed its session without extending to the department any aid from the funds lying in the treasury, a further and immediate reduction of expenditures for transportation, became unavoidable.

Near the close of the session, the report of the majority of the Senate's committee on post offices and post roads was made by Mr. Ewing; and the senate ordered the printing of an extraordinary number of copies for distribution. The views presented in the whole of this report appear to have received the approbation of the majority of the senate; and the senators from Louisiana were understood to concour with the majority. Among the multiforous subjects of animadversion by the committee, from the numerous improvements in mail facilities granted by the department they seem to have selected the improvement on this route to New Orleans for special reprehension; regarding the contracts as not only wasteful in expenditure, but illegal and inexpedient in his object as follows:

"It seems that a person by the name of Rhodes, undertook to carry the mail from N Orleans to Mobile, but fail and gave up the contract, Afterwards Messrs St. ckton and Stokes, James Roe-ide, and Avery and Porter; undertook to carry the mail, on the same route, three times a week in steamboats, for $25,000 a year. They also failed to comply, and their contract was also given up. Edwin Porter then undertook, by private agreement with the department, to carry the mail daily, on that route, in steamboats, for 4 years, at $10,000 a year, which arrangement is still subsisting.

"The waste of money on this contract is enormous. The nett proceeds of all the postages in the city of New Orleans and the town of Mobile, are hardly sufficient to sustain it. The law has been violated by entering into a contract to get up a steamboat line for the transportation of the mail, without any regard to legal restrictions. It was violated by the department, when it entered into a contract for the transportation of the mail without an advertisement inviting public competition." [*See Sen. Doc. No. 422, p. 19–20.*]

And in the conclusion of their report, the committee expressed themselves as follows:

"Should Congress advance out of the treasury for the support of the department, the sum of money *asked for* by the Postmaster General, or even the whole amount of its debts, it is not probable, while under the management of its present officers, with no other means than now exist to control and restrain them, that its debts would be liquidated, or its efficiency restored. Under this impression and belief, your committee cannot recommend the appropriation of any money to relieve the wants of the department, until there be some further guarantee for its proper and judicious application." [*See Sen. Doc. No. 422. p. 31.*]

In making the further retrenchment of expenditures thus rendered a matter of necessity, from among the improvements of mail facilities which had been adopted by me, that of the daily mail to New Orleans seemed now to present itself for reduction, without an alternative; and indeed, it must appear to the public, as a compulsory measure. The Senators from Louisiana, during the debate of three days, which embraced the merits of the report, were not understood to have expressed the least dissent from the denunciation conveyed in the passage quoted. It should also be mentioned in reference to the assistance which the Department was desirous of obtaining to sustain its improvements, that a loan negotiated with the Mechanics' and Traders' Bank of New Orleans, and fully agreed to by its Directory, was violated by that Bank, without available notice, and the checks of the Department to the amount of $37,000 protested and sent back, to the injury of the friendly Banks which had cashed them, and to the greater injury of the credit of the Department.

The order of reduction however, to a tri-weekly mail on this route, reserves to the Department the privilege of restoring the daily mail, at the price originally stipulated, whenever it should be required by the exigencies of the public service, consistently with the circumstances of the Department.

Respectfully submitted,
by your friend and ob't servant,
W. T. BARRY.

TURKEY.

Constantinople, Aug. 4.—The important facts I have had in my late communications occasion to record, were of a nature to lead you to anticipate a fresh rupture between the Sultan and Mehemet Ali; to-day I have to inform you that this event has taken place. With one accord both parties have "cried havoc, and let slip the dogs of war." At the head of all his disposable troops, the Governor of Egypt, under pretence of quelling the insurrection in Syria, and rescuing his son from the critical position to which, as he gave out, the victorious insurgents had reduced him, has landed in that country and completed his preparations for a new campaign. Upon receiving information of the explosion of events it had for some time been intent for preparing, the Porte greedily seizes this opportunity, which the exaggerated reports transmitted had induced it to consider as highly favorable to the furtherance of its designs, to vindicate its injured rights, and harrass on as many regiments of the guard and of the line as the safety of Constantinople allows her to spare, to reinforce the army of Redschid Mehemet Pacha has collected at Sivas. The fleet is to sail in two days hence. A circular, it is said, had been forwarded by the Reis Effendi to the different Embassies at Constantinople, acquainting them with the resolution the Porte has adopted of taking coercive measures against Mehemet Ali, and with the motives on which this determination is founded. The principal of these are, the refusal on his part to pay, according to the stipulations agreed upon at Kioutayah, the tribute; to evacuate the districts of Cursa and Kane, which he has taken possession of without the Sultan's consent; and thirdly, the imperious obligation under which the Sultan is placed, as father of his people, to rend a formidable ear to the incessant complaints of the population of Syria, which groaned, through Ibrahim's tyrannical conduct to the utmost despair and misery, implore the intervening protection of their legitimate Sovereign. A few weeks yet, and hostilities will have have begun.

The quarrel between Mehemet Ali and the Sultan, it has been justly observed, is today no longer a family dispute to be settled between themselves through the fate of arms. The offensive and defensive treaty of alliance struck between Russia and the Sultan, placing the former under the obligation of supplying the latter with every assistance the exigence of events may necessitate, imposes upon those Powers which have deemed expedient to protest against the right of coercive interference in the affairs of Turkey which Russia arrogated to herself, the necessity of coming to decision. England, thanks to the indecisive, irresistible, and erroneous policy of her Ministry in each instance, is now compelled (if she yet attaches importance to national character, to political and commercial interest) to take an active and leading part in the contest. It is therefore of importance to call public attention to the consideration of this question, and since proper measures can be duly concerted only when proper counsel has taken place, it will not be out of season to acquaint you with the actual physical and moral resources of each of the parties engaged in the contest, and with the anticipations generally entertained here as to its result.

A serious insurrection is said to have broken out in Upper Egypt.

MARINE JOURNAL.

PORT OF NEW-ORLEANS.

CLEARED

Brig Gen Santa Anna, Vanstaveren, Tampico, M S Cucullu, Lapeyre & co

Schr. Bonita, Boptompa, Tampico, M Brunette

ARRIVED.

Steamer Pilot, Crowell, having towed to sea line ship Huntsville, Coffin, for New-York, ship Elisha Denison, for New-York, and ship Indiana, for Charleston; towed up from sea ship North America, 53 days from Havre; and ship Birmingham, 13 days from New-York;—Passed in the river Barque Walter.

Towboat Whale, Thomas, from the Passes with barque Hercules, ship Tiberius, brigs Atlas, and Sarah and Louisa—Left the bar at 10 H M on the 21st.

Towboat Feliciana, Riddle, from the Passes, with ship Yazoo, and brig Crawford—Left S W Bar, at 1 P M on the 21st; vessels off before reported; passed at the fort, brig Snow.

Ship Yazoo, Packard, 14 days from New-York to Foster & Hutton, cargo,—200 flasks quick silver, 150 bgs cones, 110 rms paper, 377 bars iron, 46 tons stone, 298 pkgs assorted ware; 382 entrances, to Harris & Wright; E L Tracy; White & co; Massey & Garidel; G W Pritchard & co; V David; T Barrett & co; Thomson & Grant: Psech & Bain; and to order.—Ship North America, Health, 54 days from Havre to L H Gale, cargo,—130 pkgs sodas, 250 cases wine, 20 do champaigne, to J Kohn & Bordier; L Dessoin; C Coles; Quartier & Boutin; E L Bernard: T Mossey; F Frey & co; John S Lindsen: Thomson and Grant; P W Lossman; and the master. Ship Hercules, Wood, 14 days from New-York, to the master, cargo, ——— 227 1-2 tons paving stone, 781 rms papers, 201 ploughs, 108 bds hoop iron 253 bars iron, 55 bxs tin, 33 bxs weights, 547 pkgs assorted goods, 100 bls hay, to capt Wood, Wm T Mayo; J Minturn; W McKean; S Locke and co; Cozzyne and Robine; R. Hagan; Smith, Bebbard and co; J Vairn and co; J and L Brewster; E and J Cassil; M and B Mullen; Psech and Bain; Debosios and Gerretzen; Harris and Wright; G Whitney; and order.

Ship Birmingham, Patterson from New York, to the master.

Ship Tiberias, Hillas, 12 days from New York, to the master.

Brig Atlas, Thompson, 19 days from Providence R I—Cargo assorted mdse.

Brig Louisa, Snow, 14 days from N Bedford—Cargo, assorted mdse.

MEMORANDA.

Brig Atlas, left at Providence, for this port, brig Sterling and bark Richmond. Sailed in co. with brig Adams, for this port.

Ship North America, Sept 19, lat, 26 20 long 40, spoke brig Kaiserace, 40 days from Marseilles, for Boston, Oct 15 off Double headed short Boys, spoke brig Nahant, 5 days from N Orleans for Boston.

(From the London Shipping Lists per Britannia.)

Marseilles Aug 16th—at Edouard Gariel, New O.

A brig apparently an American, with bright vermin topsides, one white moulding, painted green inside, 2 pumps, and about 6 feet of mainmast standing and abandoned was passed Aug 14, lat. 40 long 23, by the Andromeda, at Portsmouth.

NOTICE.—The Medical Association of New Orleans, created by virtue of an act of incorporation, passed by the State Legislature in 1818, informs all the gentlemen of the Faculty, that it has resumed its course of business. Their memoirs and observations will be received, and a monthly report of the same will be made. Those gentlemen of the Faculty who may wish to become members of the association will be admitted, on complying with the bye-laws of the association, which any member will make known to them.

PUISSAN,
Sec. ntary.

oct 23

BOOK AND FANCY BINDING, & BLANK BOOK MANUFACTORY—No. 72 Camp st.

Above J. F. Carter's Book Store and Printing Office.

H ROBERT has the honor to tender his services to the generous public, in all the branches of his art. Merchants Ledgers, Journals, and other account books; fancy albums, memorandums, &c. bound in the neatest manner. Blank books bound, and ruled according to order—and every thing relating to his branch of business, carefully attended to.

H. Robert hopes by his assiduity, his attention and punctuality, to merit the confidence of those who will favor him with their work in his line. oct 23—tf

TO THE PUBLIC.

MR. B. IRVINE, my partner, having, in the Bulletin of yesterday, published a libel, attacking my probity, this is to apprize the public that I have subjected the matter to a court of law; and I request my friends and the public in general to suspend their judgment on the affair.

P. S. BIRON.

oct 23

FOR SALE—A first rate washer and ironer, named Affy. Lafile, aged 25 years, guaranteed of all vices and diseases prescribed by law; has been in the country since her infancy—is acclimated. Terms, $500 cash, $500 with a note at one year credit, and mortgage. Apply at this office, or to Mr. Pollock, notary public, Royal street No. 103. oct 23

SLATES.—30,000 Slates for sale on Thursday 23d October, by Mr. Lecarpentier, auctioneer. oct 23

6 CASES Sewing Silk, assorted colors, for sale by
oct 23 J. MAGER.

SHERIFF'S SALE.—By virtue of a writ of fieri facias to me directed by the Hon. the Parish Court, will be sold at the corner of Levee and St Philip streets, on Thursday the 30th of October inst. at 11 o'clock in the forenoon,—

The furniture of a Gambling House, consisting of 3 iron Chests, silver Spoons, 1 silver card box, table, lamps, &c. Seized at the suit of Bernard Dupuy. Terms, cash.

G W MORGAN, sh'ff.

oct 23

COWS FOR SALE.

For sale,—20 creole milch COWS, with their calves. Terms, all sums under $100 cash, above that sum sixty days credit with a note endorsed at satisfaction. Apply on the *Bayou* road, at the house having a white gate, and near the last lamp. oct 23

STRAYED OR STOLEN.

Strayed or stolen from the subscriber, in the evening of Friday last, at his residence in St Joseph street, No 100, a little dark bay HORSE, blind of one eye, having the tail very short, and the right thigh of the hind feet very fat. A reasonable reward shall be given to whoever will bring him back to the subscriber.

N B. The planters are requested not to buy the said horse, under the penalty of the law.

oct 23—3 PIERRE GUERIN.

STATE OF LOUISIANA—Parish of Orleans—Court of Probates; present the Hon. J. F. Canonge, Judge pro interim.—*Succession of P. M. A. Peychaud.*—It is ordered that a meeting of the creditors of the deceased be called before Carlile Pollock, notary public, on Monday the 24th November 1834, at ten o'clock a m, then and there to appoint a syndic or syndics, and to deliberate generally upon the affairs of the succession; ordered further that Alcanie Murphy, Esq. be appointed to represent the absent creditors. By order of the Court.

oct 23 W F C DUPLESSIS, Reg. of wills.

WANTED—A young negro boy from 14 to 16 years old to work in a drug store. Apply to Mr L Girardi & Co. corner of St Anne and Dauphine streets.

oct 20—3t

SALES AT AUCTION.

BY HEWLETT & BRIGHT.

ESTATE of Frederick George Bohme—By virtue of an order from the hon the Court of Probates, in and for the parish and city of New Orleans, dated 2d October 1834, will be sold at public auction, on Wednesday the 5th November 1834, at 12 o'clock, at Hewlett's Exchange for account of said estate, the following described real estate and stock, viz:

The undivided half of

One Lot of Ground, situated in faubourg St Mary, having 60 feet front on Camp street, by 230 feet deep, between Delord and Duplantier streets, together with all the buildings thereon.

The undivided half of

One other Lot of Ground, in faubourg Lacourse, having 60 feet front on Bruno street, by 120 feet deep, between Voyedes and Frytanze streets, together with the buildings thereon. Terms—6 and 12 months credit, for notes endorsed to the satisfaction of the vendors and mortgaged until paid. The acts of sale at the expense of the purchaser.

Also, two shares City Bank stock, and ten shares New Orleans Architect Company stock. Terms, cash. oct 6

BY H J DOMINGON.

ON Friday 24th inst. at 12 o'clock, at Hewlett's Exchange, will be sold the negro man William, aged 24 years, has been in the country about 5 years, speaks English and tolerably well enough the French; is a good coachman and cartman, a good house servant. William has worked with several undertakers of this city, with which he earned $1 50 per day. He understands somewhat the works of a drug store, having been employed during 3 years—he is free of all vices and diseases prescribed by law, except that he has absented himself 3 or 4 times.

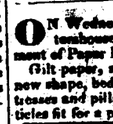
Terms, cash. Act of sale to be passed before G Legardeur, not. pub, at the purchaser's cost. oct 23—2t

BY H J DOMINGON.

ON Wednesday 29th inst. at 10 o'clock a m, in Customhouse street No. 17, will be sold a superb assortment of Paper Hanging, consisting in—

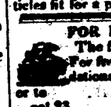
Gilt paper, satin and plain, &c., statues, borders of a new shape, beds of different sizes, a large quantity of mattresses and pillars of several dimensions, and several articles fit for a paper hanger. Terms, at sale. oct 23

FOR MOBILE & APALACHICOLA.



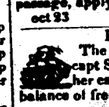
The fine schooner EMBLEM, captain Baker. For freight or passage, having superior accommodations, apply on board, at the end of the rail road, or to E W GREGORY,
oct 23 60 Chartres street.

FOR MOBILE.



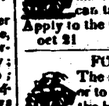
The regular packet schooner FANCY, Captain Andrews, having part of her cargo engaged will meet with immediate despatch. For freight or passage, apply on board opposite Post 14, or to
oct 23 E W GREGORY, 60 Chartres st.

FOR ST. JAGO DE CUBA.



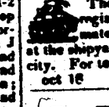
The fast sailing coppered brig ST. ROMAN, capt Salva, 95 tons burthen, having one half of her cargo engaged will sail on the 31st inst. For balance of freight or passage, apply to
GARCIA, BUYO & CO,
oct 23 34 St Anne street

FOR HAVRE.



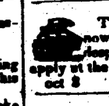
The ship GRAND TURK, (A No. 1) Shaw, master, has most part of her cargo engaged. She can take on freight a few hundred bales cotton. Apply to the Captain on board, or to
oct 21 J. MAGER.

FOR FREIGHT OR FOR SALE.



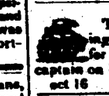
The schooner ELIZABETH is offered for sale or to freight for Matamoros or Texas. She is of the burthen of 48 tons; and strongly built. For terms, in either case, apply to capt R P Gutierrez, on the other side of the river, or to
oct 18—4 T. BAILLY BLANCHARD.

FOR SALE.



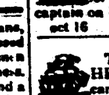
The fine brig EVELINE, 164 81-95 tons by register, not quite two years old, built of the best materials, is offered for sale, and may be examined at the shipyard of Messrs Ruiz & Valeta, opposite the city. For terms, apply to
oct 16 A QUERTIER & BOUTIN.

FOR HAVANA.



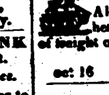
The fine fast sailing Spanish brig EMILIO, Captain Sust, having half of her cargo engaged, will leave shortly. For balance of freight or passage, apply to the captain on board, or to
sept J PRATS & SON, 84 Anne street.

FOR HAVRE.



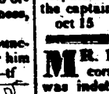
The A 1 ship HELEN MAR, B Cook master, is now loading for the above port, and will meet with despatch. For freight of 300 bales or passage, apply at the Captain on board, or to
oct 8 A QUERTIER & BOUTIN.

FOR HAVANA.



The swift sailing Spanish brig LUISA, Capt. Delyasle, is ready to take freight and passengers. Apply on board, or to
GARCIA, BUYO & Co,
oct 17 34 St Anne street

FOR MATANZAS



The schooner EVARISTE, Capt Ramirez, having the half of her cargo engaged, will sail shortly. For balance of freight or passage, apply to the captain on board or to
oct 16 J PRATS & SON.

FOR HAVANA.