NEW-ORLEANS BEE.

BY BULLITT, MAGNE & CO.

CITY PAPER, PUBLISHED DAILY. COUNTRY PAPER PUBLISHED TRI-WEEKLY.

Truth is omnipotent, and Public Justice certain.

FOR PRESIDENT OF THE UNITED STATES,

HENRY CLAY,

OF KENTUCKY.

Subject to the decision of a National Convention.

NEW-ORLEANS:

MONDAY MORNING, OCTOBER 28, 1839.

WHO IS RESPONSIBLE FOR THE PRESENT CONDITION OF THE BANKING SYSTEM OF THE UNITED STATES?

The whigs have been taunted by the loco focos with the multiplication of state banks, and the extravagances which have sprung from an excess of bank issues, and consequent overtrading. Let us examine this subject dispassionately, and be fixed in inquiry let facts speak for themselves. For the purpose of arriving at the real causes of the present condition of things, it will be necessary to go back a few years.

The party which now controls the destinies of the country, came into power on the 4th of March, 1829. In 1830 they commenced the war upon the Bank of the United States. In 1833 they seized upon the government deposites, and distributed them amongst their pet state banks, and in 1836 the U. S. Bank ceased to exist. A brief examination into the state of the banking system of the United States, as it existed at the commencement of the war upon the national bank, and at the consummation of the policy of the administration by its overthrow, will enable us to solve the question with which we head this article.

The administration justified its assault upon the Bank of the U. S. for these reasons, (among others) —that the State banks would give to the people a *better currency* than they possessed at that time, and would likewise equalize exchanges more perfectly, and upon better terms than that institution did. At the period we speak of, 1830, the currency of the United States was as perfect as human wisdom could make it. The notes of the U. S. Bank were equivalent to specie *every where*, and the people reaped the reward of their labor in a circulation as stable as the precious metals themselves. At that period, also, there were in the United States only three hundred and thirty nine states bank, with an aggregate capital of *one hundred and eleven millions of dollars*. Now mark the effect of the experiment. In 1837 the number of state banks had swollen, under the fostering policy of the administration, to *eight hundred and twenty-three*, with an aggregate capital of *three hundred and seventy-eight millions of dollars*. Here, then, we have an increase of four hundred and eighty-four in the number of banks, and two hundred and sixty-seven millions of dollars in the amount of their capital, brought about by the action of the administration in the short space of seven years. Is not Mr. Van Buren and his party, therefore, responsible for the multiplicity of banking institutions, and the consequences that have flowed from that cause?

But let us look into the question of responsibility more narrowly. It will be borne in mind, that from 1830 to 1837, the late president was in the noon and meridian of his popularity. The state legislatures were filled with his political partizans, who followed in his lead with blind devotion. This was especially the case in respect to the southern states—indeed in respect to nearly every state in the union. By these legislatures, then, *filled with administration partizans*, have all these banks been created. The inflation of the currency, together with the unnatural stimulus to speculation and overtrading, was their act and deed. That party, with its chief, is responsible to the nation for the mischiefs which have been produced by the derangement of our monetary system, for they deranged it. They made the state banks, they destroyed the United States bank—and there is the accountability for whatever of evil may arise, and has arisen, from those causes.

Surely, the people have not forgotten the strains of exultation which were poured forth by every locofoco minstrel, at the impetus given to every species of trafficking, by the sudden multiplication of banks, consequent upon the repudiation of the United States bank. The *better currency, we were told*, had actually been given to the people, and the returns from the custom houses, as they would show an increase in the importation of foreign fabrics, were waved in triumph before the eyes of the whigs as evidences of the enhanced prosperity of the country, and the wisdom of the administration that produced it. It was not then discovered that this seeming success in the financial hypothesis of the party was the result of overtrading and a bloated circulation. The banks were not then denounced as privileged swindlers. The purchasers of public lands were not dubbed heartless speculators. The merchant was not denounced for trading on borrowed capital, and as a person whose destruction "no honest man ought to regret." Whilst the gloss was on their experiment they gloried in the Banks, for they created them; they revelled in the extensive importations, for they caused them; they gloated over the enormous land sales, for the money went into their pockets. During this extraordinary state of things, the whigs were mocked at for the glowing outside of affairs. If they ventured to question the reality of the glittering pageant, they were scoffed at for their infidelity. The locofocos every where triumphed. They triumphed in the destruction of the Bank, but gorgeous aspect, of every interest—and on that account they also triumphed at the polls. Now that their schemes have failed, their systems have exploded, their experiments have miscarried, will the people take the blame and senseless invectives of the party against their own measures as atonement for the wide spread ruin they have brought upon the country? Will they regard the abuse which is heaped upon the merchants as an offset to the embarrassments which have been inflicted upon commerce? Is the lavish vituperation bestowed upon bank officers compensation for the destruction of the currency? These are questions which have to be answered at the polls. Let the retributive justice fall upon the authors of the distresses of the country!

INDIANA.

The locofocos are riding roughshod over Indiana. Now that they have secured a majority of the members of congress and the legislature, they are casting about for a candidate for governor. Who does the reader imagine is their favorite? Why, of all others Robert Dale Owen, the arch infidel and agrarian. His claim to the sympathies of the party is doubtless very potent, inasmuch as he was defeated in his ambitious aspirations of congressional laurels, while running in the strongest administration district in the state. It is an ancient and time-honored practice of locofocoism to reward its unsuccessful votaries, by good fat offices. From the high places of trust and profit within the gift of the president, to the petty offices appertaining to some miserable town corporation, this principle of remuneration has been rigidly observed. Mr. Owen is a case in point.—What though his atheistical opinions rendered him so abhorrent that even the Van Buren party of his district refused to tolerate him! What though the gentler sex, averse by nature and custom to mingle in political strife, boldly entered the arena of controversy, painted out the disgrace of electing to congress an unbeliever in religious tenets or social ties, and compassed his discomfiture? What though the state would be eternally degraded by so vile an act, as the choice of such a man to sway her councils and control her destinies?—All this does not weigh the lightness of a feather in comparison with the sacred principle of smoothing the ruffled vanity of a beaten candidate by an appointment to honorable and profitable office. Mr. Owen is the choice of a majority of the locofoco party. Three leading party presses have adopted him as their candidate and espouse his cause with warmth and vigor. One of them, the Indiana [illegible] thus speaks of the atheist and social demoralizer. "In him we have an able advocate, and unflinching supporter of equal rights, and just practical principles, in the support of which he has bared himself to the malicious shafts of religious fanaticism, and suffered political martyrdom. His blood cries aloud unto the democratic party for redress!" The administration party in Indiana select as their first choice for governor of the state, a man who denies and scoffs at the hallowed marriage compact, who upholds the doctrine of a community of goods; who has written a work in support of heresies which, in less enlightened times would have consigned him to the stake; and who repudiates all systems of religion. Who will not feel kindred sympathy, if not inseparable alliance existing between political agrarianism and social infidelity?

☞ The ship *Mozart* arrived last night from Havre, which place she left on the 21st September, has furnished us with a few items of news, two days later than those brought by the Liverpool. The cotton market at Havre was without change, and business in general was in the same state.

The protested notes of the United States Bank of Pennsylvania had not been redeemed by Mr. Rothschild, as was expected by our former news, but are still unsettled. However, it was expected that Mr. Jaudon, who was at Paris, would succeed in making arrangements with some houses in that city for the settlement of that business.

Florida war.—The Charleston *Patriot* of a late date says that the secretary of war, together with General Macomb and General Scott, have held a consultation on the best mode of carrying on the campaign the ensuing winter in Florida; and if possible, terminating the war. General Scott may possibly assume the command.

Ship *Mary Howland*, Ware, from New-York for this port, went ashore on the Bahia Shoals, night and was a total loss. Cargo saved and brought into Key West by wreckers. The ship was stripped of all the rigging, &c., and the hull sold at auction for $210. The wreckers have libelled for salvage. The Mary Howland, was consigned to Green & Thompson.

There were no lives lost. The passengers saved their luggage, and came to this city by way of Mobile.

Fire in Norfolk.—A postscript to the Norfolk Beacon of the 16th states that a fire broke out in the two story brick houses at the end of Campbell's wharf which destroyed those buildings, together with a large quantity of merchandize.

☞ The city council of Charleston have authorised the emission of $400,000 of corporation notes from the denomination of fifty cents to that of two dollars. A similar provision has been adopted in Baltimore.

A fire occurred on the evening of the 17th, in Water street, New-York, which destroyed property to the amount of fifty thousand dollars.

Cooper has a work in press in Philadelphia, entitled "The Pathfinder, or Our Inland Seas."

To the Editor of the Bee.—The schr. [illegible] De Rhodes, [illegible], for this port, went ashore on [illegible] bar, on the evening of the [illegible] and [illegible] after. The vessel and cargo, consisting of sugar, coffee, &c., [illegible] total loss. The captain, crew, and passengers, were taken off and brought to the city, by the tow boat Lion. Much credit is due Capt. Riddle, of the Lion, for his exertions in saving the persons on board the schooner.

☞ On the 16th, the New York banks continued to pay specie. The *Liverpool* was to leave on the 19th. Some of the journals state, that she would not carry out a very large amount of specie. Her departure was looked for as the critical period in the determination of the New-York corporations not to suspend.

The banks in Virginia.—The Virginia papers are discussing various propositions for relieving the state from the embarrassments connected with the suspension of specie payments. The editor of the Richmond Whig says he has heard three suggestions thrown out, viz:

1. To pursue the course pursued in 1837—pass laws relieving the banks of the penalties incurred, and authorizing them, upon certain conditions, to continue to do business, without redeeming their issues in specie.

2. To forbear passing any laws in relation to the existing banks, (which have the effect of making them wind up their concerns,) and authorising in their stead the formation of free banking.

3. To exact the forfeiture of the charters, prohibit the circulation of all bank notes, and make specie the only medium of exchange. The Whig says these several schemes have their advocates.

The banks of Rhode Island, have determined to suspend specie payments.

[From our Special Correspondent.]

New-York, October 17th, 1839.

The subject which engages the attention of almost every business man in this city, is the money market, and connected therewith the state of the banks.—The demand for money has not diminished in the least degree, nor have the facilities for acquiring it increased. The position of the banks is precarious; but if there is any change in public opinion, in reference to their suspending specie payments, it is in favor of their continuing to pay. Many who heretofore thought that these institutions ought to suspend, and that they would suspend, have changed their views. I continue to think that they will hold out. But if they do, the effect, I fear, will be most ruinous to many of our merchants, particularly the dry goods jobbers, whose payments are very heavy in October and November.

At the brokers' board, stocks, generally, have experienced a depression to-day. Bank of the United States has fallen to 78. The rise which has been experienced in the stock market, for a few days past, I attribute exclusively to the expectation that the banks of this city would be compelled to suspend payments, and that, as a matter of course, stocks would advance. In anticipation of such a result, speculative men, without means, have made purchases which they cannot hold, and the stock is again thrown into market, as the prospect of the banks suspending diminishes.

The merchants of Boston have had a meeting, and it is supposed, (the particulars not having reached us,) that their object is to induce their banks to suspend. Some go so far as to speak confidently, and say, that they will forthwith suspend.

I mentioned in a late letter that the collector of the port had advanced to the North American Trust and Banking Company, 60 or 70,000 dollars. I now ascertain, to my entire satisfaction, that the sum deposited is more than double that stated by me. Consequently, this institution is in even a better condition than any other bank in the city.

The banks are drawing bills on London at 9¼ per cent. Private bills of a most unexceptionable character are abundant at 9 per cent. Very little specie, under such circumstances, will be exported, except in cases where orders have been given to ship specie, *regardless of the rates of exchange.*

No variation in the cotton or flour markets as to prices; flour would be sold at $6½ New York western, readily on a credit; but that is a commodity not merchantable in this place. THE EXAMINER.

New York, 18th October, 1839.

Another day of extreme tribulation among commercial men, and in the money market. Whether the monetary affairs of the city are worse, it is difficult to say; but it is certain that there is no improvement. The eastern mail has not yet arrived, and therefore, the decision of the Boston banks on the question of suspension is not known. The better opinion is, that they will suspend. I am not in possession of facts to justify me in speaking confidently, either pro or con; it would not surprise me, however, if they did suspend. My mind is prepared for such a result.

As it respects the New York banks, public opinion fluctuates, not daily, but hourly, among well informed and intelligent men. And why? Because very few base their opinion upon facts? The great mass of mankind are operated upon by others. By a kind of sympathy, they float with the current, and in nothing, more than in monied affairs. In addition to which, capitalists are always timid. I hold this to be a sound axiom. This timidity is often appealed to by the bold and reckless speculator, who sounds the alarm, that the banks must suspend. For the hour, this opinion becomes public opinion, in Wall street. It prevails, until arrested by some matter-of-fact man, who reasons the matter down, and points out the hasty conclusion to which it has come. It is thus I account for the fluctuations of which I have spoken.

I continue to believe that the New York banks will not suspend specie payments, for reasons separate and distinct from the ability, which I think they possess, to meet any demands that may, or probably will be, made upon them by their depositors or bill holders. In the first place, by the laws of this state, the chancellor may take possession of the assets of any bank which suspends specie payments for ten days. This honor, the chancellor, is a pure locofoco. I know, (as far as I can know, upon good authority,) that he construes his path of office as imperative upon him, requiring that he should take possession of such assets, and close the concern, through the agency of *receivers*, or commissioners. Why, then, if they suspend, the effect would be more disastrous to merchants than their continuing to pay, and gradually reducing their discount line. Because, after the *receivers* take possession, there can be no *renewal*. All must be paid, or paid in suit, against the parties not paying.

Another reason why I think the banks in this city will not suspend, is, that the president's son informed a friend of mine, deeply interested in the question, that his father had given, or would immediately cause to be given, the necessary instructions to use the people's money in supporting the banks in this city. In a former letter I referred to this movement. It is a mere electioneering trick. Or, if it is not, it's an abandonment of the Benton ground. It afterwards convinced that the revenue cannot be collected in gold and silver. He may take that horn of the dilemma which best comports with his future policy.

Stocks have experienced a further decline. United States bank is at 72. This depression, as heretofore remarked, I attribute to the speculations which have been made, predicated upon an anticipation that the banks here would suspend specie payments.

Exchange on London, dull at 8¾ to 9¼. The best bills in the city can be procured at less than 9. This depression is produced, in part, by the new cotton and flour bills that have come into market in large amounts; but principally, by the great scarcity of money.

The steam ship Liverpool sails to-morrow. The amount of specie shipped by her will be very limited.

For domestic exchanges no prices can be given; such is the confused state in which they are. There is no sale for them, unless by accident an individual is found who happens to want a bill on Philadelphia or Baltimore. Bank checks on Philadelphia have been sold at 15 to 16½ per cent. discount. THE EXAMINER.

[COMMUNICATED.]

Messrs. Editors will you allow me a corner in your valuable paper for an important purpose.

The question is so frequently asked why it is that cases meet with so much delay in our probate court? We find that they are delayed from month to month, with as little prospect that they will meet with a decision in a year. We think it is high time some measure should be devised to prevent this shameful procrastination. We do not see such a multiplicity of business in this court; in particular at this time, which should prevent our worthy judge from his duty to the many pending decisions now before him.

We are confident this delay has operated to the great disadvantage of many of our citizens. We solicit an answer from any one competent to answer to it. JUSTICE.

Seven Days later from Central America.—Yesterday we received the "Balize Advertiser," to the 7th ultimo. In it we find the following important news from Central America:—

The constituent assembly of Guatemala has reinstituted a consulate of commerce which had formerly existed as late as 22d July 1816. The government is going to convoke a meeting of merchants and proprietors, of a certain rank prescribed in the consular laws, who shall name the individuals that are to compose the government junto and chamber of justice.

A treaty of alliance and friendship has been formed between the states of Los Altos and San Salvador. The following are two of the articles:—

"Art. 8.—The representatives of both contracting states shall be authorized to treat on the most favorable measures, for the recovery of the island of Ruatan.

"Art. 9.—The two contracting parties also agree, 1st, That no production of the agricultural industry, or manufacture of an English possession shall be admitted in this country, although it may come under the flag of any nation whatever; 2ndly, that no goods from any nation, although it may be a friendly one, shall be admitted in our territory if it comes in an English vessel; and, 3dly, these prohibitions shall continue so long as England refuses to put Central America again in possession of the island of Ruatan."

It appears that the department of San Miguel and other villages of San Salvador have risen, and troops from the state of Honduras cover the country as far as the river Lempa.

Carrera has issued a proclamation to all the military of Guatemala, directing them to prepare to repel the attacks of Morazan against Honduras and Nicaragua, for which purpose it is said that the latter has been collecting troops.—*New York Herald.*

United States Bank.—Mr. John McKim, jr. of Baltimore, offers in the papers of that city *one hundred thousand dollars* worth of real estate at a fair valuation for the United States Bank stock, of the state of Pennsylvania, at par. United States Bank bonds at par and for United States bank notes at par.

BANK OF FRANCE AND BANK OF ENGLAND.

The New-York Express publishes the following extract from a letter of a director in the Bank of France in Paris, to his friend in New-York, received by the last packet: "I have just finished an examination of the books of the bank, and I find that the specie on hand is two hundred and forty millions of francs, while the obligations of the bank are two hundred and thirty millions. Money continues abundant, and interest low.

In dollars—the state in round numbers is thus:

Specie	50,000,000
Obligations	46,000,000

CONDITION OF THE BANK OF ENGLAND.

Liabilities.

Circulation	17,960,000
Deposites	7,782,000
	25,742,000

Resources.

Assets	20,962,000
Bullion	2,880,000

Thus the Bank of France has [illegible] millions of dollars on hand, with [illegible] millions of obligations. The Bank of England [illegible] short of thirteen millions of dollars on hand, [illegible] nearly eighty millions of dollars [illegible]

SALES AT AUCTION—THIS DAY.

By Guinault & Delassus, on the Levee, opposite Mandeville street, at 1 p. m.—100 bales hay.

By Fernandez & Whiting, at their auction store, No. 107 Chartres street, at 11 a. m.—furniture and bedding.

To the Editor of the Bee.—Gentlemen:—[illegible] your readers to the [illegible] ordinance, [illegible] recommended the project of a uniform ordinance by the three municipalities, to the attention of the public, and the General Council especially, anticipating that there were any opposition it would then have adequately declared itself; but as such was not the case, nor has it been until after the unanimous adoption of the measure itself by the General Council, I feel that it would be proper to lay before your readers the following additional observations, which may tend to refute the objections which have lately been urged on the public notice, based, as I feel impressed they are, on mere casuistry, not on reason.

It must be within the observation of your readers, that previous to the extensive improvements of the port, the levee and the streets being commenced, they were not susceptible of any great extent of commerce being carried on, and that such as it was at that time, it was connected with difficulty, delay and heavy charges on the merchandise itself, in the shape of loss of interest, extra drayage and damage. Therefore to surmount this difficulty, and to avert or diminish these heavy charges as much as possible, the old corporation of the city commenced a course of constructing wharves, levelling and shelling the levee, curbing, guttering and paving the streets, which has since been followed up by the three municipalities since the division of the city in 1836, to a greater or less extent, but still inadequate to meet the increasing commerce of the place, which ameliorations have been attended with an enormous outlay of money, raised on the emission of the old corporation and municipality bonds, but without any sufficient or appropriate sources being provided for the payment of their interest and principal, otherwise than the means which might be derived from wharfage on vessels, taxes on real estate, slaves, and professions, &c., until finally the three latter sources of revenue, insufficient as they with the former are, have become a fruitful source of complaint, as much the greater part of the community although somewhat indirectly, has not been, nor is it directly engaged in commercial pursuits. In the interval and up to the present time, a most important, equitable and legitimate method of raising a revenue, commensurate to the increased and increasing annual expenditures resulting from the increase of commerce, has been entirely neglected, that is to say, the *very merchandize for whose convenient, safe, quick, and economical transportation these heavy expenses have been incurred, has not paid tribute for the benefits it has enjoyed*; therefore, to supply this omission so far as may be practicable, to furnish the commissioners of the general sinking fund of the old corporation, and the councils of the three municipalities, with an auxiliary and sure medium of honorably and punctually liquidating and paying their antecedent and present debts, of preserving good faith towards the home and foreign bank holders, and of enabling them, also, to be punctual in their local pecuniary engagements, I ventured to submit a tariff of port or wharfage charges on the several packages of merchandize to be received here and exported or shipped hence, from and after the 1st day of November next, which I trusted would be found to answer the object it proposes to attain, presuming that the aggregate amount of taxation proposed to be levied will not exceed 1-4 or 1-3d per cent. on the total value of that merchandize, as it may be received at and shipped from this port, and consequently cannot be onerous in its operation; besides which, it would then have to be contributed to by all classes of persons, whether in this country or abroad, who are engaged in the extensive commerce of the city, which by this mode of light and equitable contribution and distribution will scarcely, if at all, feel its influence, even if the scale of charges were more than double that which I have proposed.

The question of constitutionality has occurred to me, and been suggested by others, but I am free to confess, that after a careful perusal and consideration of the constitution of the United States, I find nothing which either by letter absolutely, or by spirit implies that the ordinance proposed is or can be adverse to that important national document; for after duly reflecting on the purport of its 2d article, 10th section, I find that the states have the right to levy duties on imports and exports, that is to say, on the *articles* imported and exported, provided they are necessary to execute their *inspection law*, of each state. Now, although this privilege is provisionally conceded to the states, still the ordinance proposed contemplates a charge being levied on packages, &c., but directly on the merchandize itself, by the yard, ell, piece, pound, gallon, &c. But even if it were otherwise, the absolute necessity, equity and policy, as also the legitimate object which it purports to attain, alike demonstrate that whilst the measure is not absolutely opposed by any clause in the constitution, it is strictly in accordance with the spirit of public justice which pervades that important document.

If, however, precedents were wanting to prove that several of the state governments have, from time to time, deviated not only from the express stipulations, but also from provisional clauses of the constitution, I might illustrate that such deviations have occurred in the instance of the 1st article, 10th section, which prohibits any of the states from *emitting bills of credit*, that is to say, *state or money bonds on the faith of the states*; and although congress itself is not empowered by that clause, or by any of the subsequent amendments of the constitution, to sanction such a course, it is well known that all the states have deviated from this rule, to an almost unlimited extent, and without any legislative measures being adopted effectually to interfere with, or prevent it. The same observations are also applicable to the last clause of the 2d article, section 10, which deprives the states of the power of laying a duty on tonnage, in this instance, unless with the consent of congress, but whether that consent is to be obtained antecedently or subsequently to each impost taking effect, is not stated. Nevertheless, I am not aware of this or any other state having applied for such consent, and yet such imposts have been laid, and are still in force in several states and cities of the Union.

I quote those two instances for the purpose of illustrating that the constitution has not been, nor is it scrupulously observed in all its instructions, doubtless owing to the necessity of the case, and from the utter impossibility of any code of instructions or laws promulgated 50 years since, making an adequate provision for their extraordinary changes and revolutions in all their important details, which have occurred during the interval. It has been in a few solitary instances insinuated that the impost contemplated by the proposed ordinance, will have a pernicious effect on commerce; I however, am convinced, that such a conjecture is entirely hypothetical, and is far from its being borne out by the result, I am equally convinced that it will produce quite the reverse effect, for in proportion as the corporations acquire additional means from this source, to make port levees and street improvements, the increased facilities which commerce therefore enjoys, must tend to augment it, and if an indisputable and remarkable example was required to demonstrate the truth of this proposition, I would cite the instance of an important distant port with which New Orleans and the United States generally have a most extensive intercourse, viz. that of Liverpool, where town dues are levied on packages of merchandize for legitimate purposes precisely analogous with those which prompt the ordinance now commented upon. And have their exaction produced any diminution in the trade of Liverpool? The answer is that almost 20 years since 5,000 vessels annually entered that port, whereas, now, they sum up to nearly 16,000 per annum."

In conclusion, some financial measure of the kind proposed must be adopted, or additional revenues must be raised to meet the emergency of the case, by quadrupling the existing wharfage on vessels, or the taxes on real estate, slaves, &c.; for unless one or the other of those courses be pursued, the credit and property, nay the salvation of the city and its commerce will in an eminent degree be jeopardized or ruined.

The mode of collection of the proposed revenues which I have suggested, appears to me to be the most simple, and at the same time the most effectual, the nature of the case admits of; it, however, all the produce or merchandize received here and exported or shipped hence, previously passed through the custom house formalities, then the intervention of our worthy collector might be obtained, and the system of collection might be modified accordingly; but as such is not the case, that which I have ventured to offer, I think can, with safety and accuracy, be adopted.

If a further justification of the proposed ordinances were required, it might be found in the fact that New-Orleans is the grand centering point or depot of produce from more states of the union than any other city; and that from the alluvion or soft nature of the soil, often in wet weather, and the perishable materials with which the wharves are constructed, is subject to the necessity of a much larger sum being annually laid out in repairs of streets, levee, wharves, &c than elsewhere. JUNIUS.

☞ Mr. Editor:—Please announce in your valuable paper, that a large number of respectable citizens of the three municipalities, urged by the general interests of the country, request Mr. Cuvillier, Colonel of the Legion and Recorder of the third municipality, to become a candidate for the office of Mayor, and guarantee his support by numerous suffrages. (o26-3t) A. CITIZEN.

☞ Messrs. Editors:—Please announce in your valuable paper that Louis U. Gaiennie, esq., will be supported at the ensuing election, in April next, as mayor, and will receive the united votes of the 1st, 2d and 3d municipalities. o2

DIED—Last evening, Mr. John E. Taylor, engineer, late of Baltimore, Maryland. His friends and acquaintances are requested to attend his funeral this afternoon, at half-past three o'clock from the residence of Mr. J. De Cordova, Cassavivo street, below Enghein, without further notice.

☞ The members of the I. O. O. F. will meet at half-past 2 o'clock at their Lodge Room, corner Camp and Natchez streets, in full regalia, to attend the funeral of their late brother, John E. Taylor.

☞ Baltimore papers will please notice the above.

PUBLIC MEETING.

☞ A meeting of the citizens of New Orleans will be held This Evening, 28th instant, at 7 o'clock, at the St. Louis Exchange, to draft a petition to the general council of the three municipalities, praying that body to repeal the various acts laying imposts on inward and outward bound produce and merchandise, passed at the last sitting, 18th instant. o28-1t

☞ The owner of dray No. 1,515, is requested to return his receipt for 10 cases goods, marked S. P. Carpenter, landed from ship Timoleon, otherwise he will be prosecuted according to law.

o28 GEO. GREEN & BRO., 26 Camp st

☞ The packet ship CHARLESTON, D Eldridge, master, from Boston, is now discharging opposite St. Joseph street wharf. Consignees are requested to attend to the receipt of their goods.

o26 J A MERRITT, 53 Camp st.

☞ REMOVAL—J. B'TE. JUETTE has removed his store to No. 19 Toulouse st., formerly occupied by Messrs. Peyroux & Arcueil.

☞ THE consignees of sundry barrels of potatoes, marked D&H, from ship James H. Shepherd, from Boston, (P) will please call at the office of the undersigned and receive the same. G. BEDFORD,

o26 22 Bienville-st.

PIERCE SHANNON & BROTHERS.
Commission and Forwarding Merchants,
57 Magazine street.

PIERCE SHANNON,
PATRICK C. SHANNON,
JOHN C. SHANNON. o26

CARPENTER'S SHOP,
No. 50 Lafayette street,
(*Between Tchoupitoulas and Magazine streets,*)
Where all orders in the carpenter's line of business will be punctually attended to, by
o25 JOHN LINDSAY, next street above Poydras

NEW ORLEANS, Oct. 21, 1839.
To the Editors of the Bee.

Gentlemen,—Please insert the following notice in your paper.

On my return at New Orleans, I published a notice in the *Louisiana Courier*, noticing the persons with whom I transacted business that I had withdrawn my power of attorney from the hands of Mr. Auguste Guerin, and that from that date I would transact my business myself.

In defining my intention, I have unknowingly and without intention inserted that my power of attorney was only for the collection of the capital and interests due on the house No 210 Bourbon street, sold by me to Marie Aldo Languille, and for the sale of stocks of the Citizens' Bank, "and for no other purposes that Mr. Auguste Guerin had transacted any other affair that those mentioned in my power of attorney they were null and void."

I would be extremely sorry that the public would infer from the publication of my notice that I have intended to doubt the honesty of Mr. Guerin, in the management of the business I had confided him, and have [illegible] the [illegible] of my power of attorney.

I declare that those persons who [illegible] the [illegible] character which Mr. Guerin enjoys [illegible] full confidence, and it is with pleasure I acknowledge Mr. Guerin's loyalty and disinterestedness in the transaction of the business I had confided him.

o25-3t C. POSTEVIEN.

TRADE AND COMMERCE.

EXPORTS.

Philadelphia—Per ship Adelaide—2165 pigs lead, and 1000 bales rough. [illegible]

New York—Per ship Edwina—930 bales cotton, 7[illegible] pigs lead.

Rio Grande—Per schr Comanche—lots potatoes, whiskey, oats, pigs lead and sundries.

Mobile—Per sloop Robert—192 sacks corn, lots flour, pork, whiskey, liquors, groceries and 180 bags.

St Louis—Per steamboat Prairie—19 packages foreign goods.

IMPORTS.

Liverpool—Per ship Northampton—4000 sks salt and sundries.

———Per ship Chatham—30 tons coal and salt.

Havre—Per ship Manchester—lots wine, liquors, mdse, cheese, cordials 5 jars &c.

———Per ship Mozart—wine, liquors and mdse.

———Per barque Indiana—wine, liquors, brandy, books, mdse, &c.

Bordeaux—Per barque Jeune Eliza—wine, vinegar, oil, brandy, corks, cordials, &c. to R A Lefebvre & bro, and master.

Havana—Per brig Decidida—780 sacks coffee, lots fruit, segars, &c. to R Groning & co and order.

Malaga—Per schr Levin Jones—wine, fruit, &c. to A Rich.

Portland—Per ship Brutus—hay, stone, coal and potatoes, to master.

New York—Per ship Charleston—mdse, &c.

Charleston—Per brig Chapman—285 tierces rice and 60 negroes.

———Per ship Columbiana—450 tons ice and sundries, to J Tureau and order.

RECEIPTS FROM THE INTERIOR.

Per steamboat Wm Robinson jr. from Bayou Sara—216 bales cotton Burke, Watt & co; 73 W Flower; 15 Taylor, Gardner & co; 11 Caldwell & Hickey; 66 M White & co; 101 A Ledoux & co; 18 Finley & co; 31 J Armor; 74 Franklin & Henderson; 67 Laubach & Thompson; 13 G M Lee; 27 Peyroux, Arcueil & co; 40 S W Oakey & co; 10 A Rivard & co; 19 Bennett, Ferriday & co; 8 Currie & Wailes; 6 C W Goodrich; 10 hhds sugar Caldwell & Hickey; 1 cask bacon Layet & Amelung.

Per steamboat Emperor, from Columbia—38 bales cotton to Brander, McKenna & Wright; 50 Burke, Watt & co; 133 Ward, Moffit & co; 348 A Ledoux & co; 70 Taylor, Gardner & co; 56 Franklin & Henderson; 33 Lyons, Harris & co; 218 J H Leverich; 300 M White & co; 15 Martin, Pleasants & co; 8 Rosser & Asher; 9 M Maher; 60 Lockett, Fearn & Donegan; 55 W Bogart; 31 W M Beal; 15 A Fulton & co; 5 Merrifield, Pierson & co; 27 for N York; 27 Price, Johnson & co; 12 A H Wallace & co; 60 C Follin; 11 Lepage bros; 6 Reynolds, Byrne & co.

Per steamboat Merrimack from St Louis—50 pigs lead C Doane; 4 do, 50 bbls flour W Flower; 4 casks lead pipe J P Conlen; 3 hhds tobacco, &c W Dwyer; 100 bbls flour J A Merritt; 150 do Rogers & Hambury; 50 bbls beef Godfrey, Lawrie & Small; 50 do, 50 kegs shot J D Leighton & co; 100 bales cotton N & J Dick & co; 12 bbls flour, 191 sks bran and oats Moon & bro; mdse and sundries to J Thayer & co, and owners on board.

Per steamboat Meteor from St Louis—1795 sks corn to S W Oakey & co; 1 bbl do, 75 bbls apples, Connolly & Bolger; 160 pcs buffalo robes, 19 bbls 3 pks deer skins, deer skins, J A Merritt & co; 281 hides Smith & Voorhees; and sundries to Howe & Crenshaw; Valentine & Bostick; and owners on board.

Per steamboat Bridgewater from Vicksburg—60 bales cotton Buckner, Stanton & co; 249 Bailey, Beck & co; 61 Rosser & Asher; 34 order; 36 Laubach & Thompson; 16 Lyons, Harris & co; 20 Goodrich; 15 B O Amos; 4 T M Dykers; 19 Brander, McKenna & Wright; 3 W H Wright; 7 Merrifield, Pierson & co; 42 S W Oakey & co; 16 Bennett, Ferriday & co; 14 to order; 86 Franklin & Henderson.

Per steamboat Velocipede from Alexandria—288 bales cotton to Laubach & Thompson; 185 W Flower; 6 J Armor; 4 Smith & Voorhees.

Per steamboat Brilliant from Bayou Sara—67 bales cotton A Ledoux & co; 6 Follain, Bellocq & Dyrkin; 16 Currie & Wailes; 10 Taylor, Gardner & co; 6 G M Lee; 21 S W Oakey & co; 16 Burke, Watt & co; 21 Brander, McKenna & Wright; 9 Dubose & Richardson; 82 M White & co; 18 Conner, Godwin & co; 1 Reynolds, Byrne & co; 1 B Finley & co; 6 Bennett, Ferriday & co; 5 Prescott, Jones & co; 26 Laubach & Thompson; 9 F A Hardy; 6 J Armor; 21 A Fulton & co; 11 Caldwell & Hickey; 21 Forstall, Roman & co; 10 Vanwick & co; 6 H H Furman; 43 H Landaiche; 10 W Flower; 11 hhds sugar W Flower; 2 do J H Field & co; 80 bbls molasses to J H Field & co.

LATEST DATES.

New-York	Oct. 18	London	Sept. 20
Boston	Oct. 14	Liverpool	Sept. 21
Philadelphia	Oct. 19	Paris	Sept. 21
Washington	Oct. 19	Havre	Sept. 19
Baltimore	Oct. 19	Bordeaux	Sept. 18
Charleston	Oct. 22	Mexico	Sept. 12
Havana	Oct. 7	Tampico	Sept. 17
Houston	Oct. 17	Vera Cruz	Sept. [illegible]

DOMESTIC MARKETS.

SALES OF STOCKS.
NEW-YORK STOCK EXCHANGE, Oct. 18.

5 shares	United States Bank		72½
20	do	do	77
50	do	do b 15 days	77
250	do	do b 6 days	75
100	do	do	74
50	do	do s 20 days	73
50	do	do s 10 days	72
50	do	do	73
20	do	do s 20 days	73
50	do	do s 30 days	72
75	do	do	72
50	do	do	73
75	do	do s 30 days	73
150	do	Bank of Kentucky	73
100	do	do	73
50	do	do s 30 days	73
60	do	do	73
50	do	Vicksburg Bank s next week	28

NEW-YORK MONEY MARKET, October 17.—The suspensionists begin to give it up, and say they were mistaken in their apprehensions that the New York banks would be obliged to suspend specie payments—for the prospects from day to day are brighter and brighter that they can and will go on—whatever may transpire in other sections of the country.

The rate of 60 days' bills on England at 8½ a 9¼ per cent.

The money market is quiet to-day, but stocks are lower. United States bank shares opened at 75, and closed at 72. Treasury notes 10 per cent.

October 18.—We had a fire in the horse district last evening, which will cost something like $50,000. But one more was burnt. We have also a rumour lost to about the same amount in the ship Equator hence for New Orleans.

The merchants of Boston, at a public meeting, rejected a project proposed for suspension, two to one, but asked an engagement with the banks, which the banks afterwards agreed to in the small proportion of [illegible] per cent upon their capitals. This though small, will put off a crisis in Boston, and be out of the course pursued the last week of curtailing all, or nearly so.

Yesterday checks on Philadelphia sold at 15 and 16 per cent, but to-day they are in better state of the thing, and the rate is 14 a 15. Several stocks fell, United States Bank most, which fell off at 72. Bills on England are plenty, and good prime lines of coin which had been bought in the street to ship, have been put in the banks and then taken in exchange, showing that the run has fallen. There is not appear so yet that much specie will go by the Liverpool. The [illegible] to all that is the money scarcity of money. Two of three banks did not the amount of their offerings to-day.

Flour is a shade lower; sales of Ohio at $6, and Genesee at $6½—southern $6 a $6 25.

The cotton steamboat was detained to-day in consequence of the fog. Her arrival was looked for with much anxiety to learn the state of the banks. Passengers state that the banks stand firm, but the opinion was gaining ground that they would finally suspend. Money was unusually tight, and many failures had taken place. There is more demand for silver for export since morning, which brings $60 per cent. premium. Gold only 1½ per cent.

The rate of exchange between this city and Philadelphia is now a clear per cent, and even seven per cent. has been paid. On all southern cities the rate is quite as bad, and at Boston it is difficult to sell a bill at all. On Paris the rate of discount is from 1 per cent. The great trade of this city is with the south and west, from which, without one or two exceptions, the money is very scarce, and the means this received are not available even to the amount of 70 per cent. The rate of bills on individual drafts has not changed. [illegible]

[illegible] The most important circumstance that occurred during the past week of [illegible] on the [illegible] of the people [illegible] any change in the market.

The banks in the present state have only to [illegible]

[illegible] the amount of specie now in the banks at this period is near $5,000,000.

BALTIMORE, October 18.—Fish—Mackerel are held higher, but the demand is quite limited; small sales only at $16 for No. 1; $13 for No 2, and $9 for No 3. We quote sales at $7 50 a $7 75 per bbl, for Susquehanna herrings, and $6 in cash for Kennebec. The inspection of the week comprise 407 bbls and 265 half bbls mackerel, and 815 whole and half bbls herrings.

Flour—Howard street.—At the close of the last week the current store rate for good brands was $6 25, and the wagon price $6 12½. Several thousand barrels have been sold for export at $6 25, which we quote as the current store rate to-day. The wagon price is now $6. The receipts are light, and the stock in market very small.

City Mills Flour.—In the early part of the week sales of city mills flour was made at $6 25, but since then the small stock remaining in market has been taken at $6 25. All there is now no stock of this description in market.

Grain—Wheat—We have to note a material advance in prices since our last weekly report, in consequence of the news of the British crops. In the early part of the week, sales of good to very prime reds were made at $1 25 a $1 35, and for city grinding and partly for shipment to England. Parcels of good reds are now selling at $1 25, and strictly prime reds are worth more by three or four cents per bushel.

Corn.—Sales of white early in the week at 66 a 67 c, and of yellow at 70c. We now note sales of white at 72 a 73c, and of yellow at 74c.

Sugars—Sales of Porto Rico have been made at private sale in the course of the week at prices indicating an advance of about 25 per 100 lbs. At auction on Tuesday, 114 hhds Porto Rico were sold at $7 50 a $8 15. At auction yesterday 150 hhds New Orleans were sold at $6 20 a $6 45.

Tobacco.—The market has been quite animated this week, and a very fair business has been done. 1200 hhds principally of the lower qualities, have been sold, the descriptions being entirely neglected. The bulk of the sales was at $1 50 a $6, with an occasional small lot at $7 a $7 10.

MOBILE MARKET, Oct. 26.—Cotton—Some small transactions have taken place in this staple the past week, probably more with the view of feeling the market, than from any other cause. About 2 0 bales of the new crop have changed hands, the quality ranging as fully good fair to good, at 13½ cents and fair at 12½ a 13c. Every thing however is still so unsettled, that we do not yet feel justified in establishing a table of classifications and quotations.

Negotiations in the money market and exchanges, are as entirely suspended. The stock banks of this city, still continue specie-paying, but their circulation is so limited, as to give no pressure upon them. The condition of all are in perfectly healthy, and public confidence is firm so strong, that they would be sustained by public opinion in suspending and extending their discount lines—as near as we can learn, the Branch Bank has $900,000 in specie with a circulation of $400,000. The two stock banks, the Mobile bank, and Planters' and Merchants', have each about $400,000 specie, with a more nominal circulation.

In regard to the public health, although comparatively amending, we are in a worse condition than we anticipated to be at the close of the month of October. Several cases have occurred the past week of the worst complexion of the epidemic, amongst those too, who have passed through the horrors of the summer. Our distant friends will perceive the necessity of still delaying their return. We are apparently as far from frost as ever. The interments since our report of the 17th have been to include the 26th—34, making in all the month of October, to include the same, 91.

SAVANNAH MARKET, Oct. 1.—Cotton—Arrived since the 1st instant, 816 bales Upland; at the same time 434 bales [illegible] leaving a stock on hand, inclusive of all on shipboard not cleared on the 18th instant, of 1291 bales Upland and 130 do Sea Island cotton. The market since our last report, has been extremely dull, and the few sales made have been at a reduction of ¼ a 1 cent on the prices current last week; this reduction is mainly attributable to the suspension of specie payments by some of the Northern Banks, and the difficulty of negotiating by buyers. Liverpool advices per steamer Liverpool to the 24th ult. have been received, since which we have heard of but few transactions. Our supplies continue small, and will probably continue so until we have a permanent rise in the river. The sales of the week amount to 270 bales, as follows: 3 at 11; 16 at 11½; 46 at 11¾; 11 at 12; 144 at 12½; 71 at 12¾; 1 at 13; 7 at 11 cents. In Sea Island we hear of no new transactions.

Receipts of cotton at the following places since October 1st:

Georgia	Sept 30	1,8[illegible]
South Carolina	do	3,[illegible]
Mobile	do	1,[illegible]
New Orleans	do	[illegible]
Florida	do	[illegible]
North Carolina	do	[illegible]
Virginia	do	[illegible]
Received at other ports		[illegible]

The following is a statement of the stock of cotton on hand at the respective places named:

Savannah	Sept 30	[illegible]
South Carolina	do	[illegible]
Mobile	do	[illegible]
New Orleans	do	[illegible]
Virginia	do	[illegible]
North Carolina	do	[illegible]
Augusta and Hamburg	Oct 1	[illegible]
Macon	do	[illegible]
Florida	do	[illegible]
Philadelphia	do	[illegible]
New York	Oct 1	[illegible]

Rice.—The transactions in this article during the week, comprise about 250 casks at $3 9-16 a $3¾; principally at $3¾.

RICHMOND MARKETS, October 18.—Very little doing in our market—money affairs engross every thing else. Tobacco—Very little inspecting—no change in prices. Wheat—$1 10 a $1 15—flour, $6 12½—corn, 55 a 57c.

YAZOO CITY, Oct. 18.—Since our last some improvement has been made in trade; the receipts of cotton is greater than the week preceding, and the demand for staple goods is more lively, yet the country is fully beginning to be thought that times are so hard; nor do we expect it will until the season is more advanced; and our intercourse with New Orleans once more resumed. The Yazoo continues navigable for the smallest class of steamers, and there is no reason to apprehend that it will fall any lower than it is at this time.

Cotton—This article is arriving quite freely; stock on hand computed at 3,000 bales, mostly for shipment; some sales are daily effected from 10 to 11 cents, as in quality.

Provisions.—The supply is very good, and sufficient for the demand; and what will particularly interest the planting community is offered at rates fully as low, and in some articles lower, than is demanded in the Vicksburg market.

Bagging and Rope—We do not believe the market fully supplied with these articles; however, as the receipts of the cotton crop will determine that, rates rule for bagging 22 cents, and rope 12½ cents.

Exchange—Our banks are not checking on the north, nor at present on New Orleans; goods bills however can be obtained from the latter point.

At 60 days sale 1 per cent premium.

[illegible] 1 per cent discount.

The following is a table of the affairs of those Philadelphia banks which voted against suspension at the recent meeting on that question, at their last return, as compared with that of May 1838.

Bank of Pennsylvania	[illegible]	[illegible]	[illegible]	[illegible]
Philadelphia Bank	[illegible]	[illegible]	[illegible]	[illegible]
Commercial Bank	[illegible]	[illegible]	[illegible]	[illegible]
Farmers & Mechanics	[illegible]	[illegible]	[illegible]	[illegible]
Mechanics' Bank	[illegible]	[illegible]	[illegible]	[illegible]
Bank North America	[illegible]	[illegible]	[illegible]	[illegible]
Bank N. Liberties	[illegible]	[illegible]	[illegible]	[illegible]
Western Bank of Phila.	[illegible]	[illegible]	[illegible]	[illegible]
Bank of N. Liberties	[illegible]	[illegible]	[illegible]	[illegible]

MARINE INTELLIGENCE.

PORT OF NEW-ORLEANS.

CLEARED.

Ship Adelaide, Yerks, Philadelphia — J B Bonsack & co

Ship Edwina, Hider, New York — Pope, Powers & co

Schr Comanche, Wattrous, Rio Grande — master

Sloop Robert, Wallace, Mobile — master

Steamboat Prairie, Freight, St Louis

ARRIVED.

Tow boat Lion, Riddle, from the N E Pass—having proceeded to sea with ships Lowell, Nashville and a schr; returned to the city with ship Burnah, Bp brig Decidida and schr Col de Rouge, crew and passengers from wreck of schr Col de Rouge. Left the bar 28th inst, at 8 a m—reports nothing but a schr in the offing—several small vessels in the river.

Tow boat Tennessee, Paulding, from N E Pass—having proceeded to sea light, returned to the city with Fr barque Indiana and brig Chapman. Left N E bar 26th inst, at 11 a m—reports ships Chatham and schr Levin Jones in the river—a ship in the offing.

Tow boat Hudson, Davis, from N E Pass—having proceeded to sea light, returned to the city with ship Chatham, Fr barque Jeune Eliza and schr Levin Jones. Left the bar 25th inst at 8 p m—reports nothing in sight in the offing; schr D Rogers in the river.

Tow boat Tiger, Crowell, from the Passes—having towed to sea ship Portland—returned to the city with ships Charlemagne, Columbiana and Mozart. Left the S W Bar 1st inst at 8 p m—reports nothing new.

Tow boat Grampus, Clark, from the Passes—proceeded to sea with ship Hebrew and brig Geo Ryan—returned to the city with ships York and Europe. Left S W Pass 25th at 10 p m—reports ships Yazoo and Bombay at the pass; ship Lagrange in the river.

Tow boat Porpoise, Davis, from the Passes—having towed to sea brig Ruan, returned to the city with ships Northampton, Manchester and Callao. Left N E Pass 25th inst at 8 p m—reports nothing new.

Ship Chatham, Richardson, from Liverpool via St Thomas, Oct 15—to master.

Ship Columbiana, Barker, 10 days from Charleston—to J A Merritt.

Ship Mozart, Welch, from Havre, Sept 21—to I Millaudon.

Ship Northampton, Mann, from Liverpool, Sept 17—to W Freeman.

Ship Charlemagne, Jackson, from New York, Oct 10—to master—(consignees published in the Bee of 19th inst.)

Ship Brutus, Ford, from Portland, Sept 28th—to master.

Ship Manchester, Hewitt, from Havre, Sept 6—to Bancel, Morel & co.

Ship York, Mornil, 5 days from Turks Island—to master.

Ship Europe, Batchelor, from New York, Oct 10—to master—consignees previously published in Bee of 19th inst.)—50 steerage passengers.

Barque Jeune Eliza, (Fr) Dubourg, from Bordeaux, Aug 2d—to R A Lefebvre & bro.

Barque Indiana, (Fr) Juge, from Havre, Sept 11—to master.

Brig Chapman, Thompson, 10 days from Charleston—to J A Barrelli & co.

Polacre brig Decidida, (Sp) Lemoot, 8 days from Havana—to R Groning & co.

Polacre brig Decidida, (Sp) Millet, 8 days from Havana—to R Groning & co.

Schr Levin Jones, Green, from Malaga, Sept 4—to A Rich.

Schr Gov. Waterhouse, 8 days from Turks Island—to F de Lizardi & co—2050 sks salt, to same. Passenger Mr Morrell.

Steamboat Emperor, Crawford, from Columbia.

Steamboat Wm Robinson jr. Jordan, from Bayou Sara.

Steamboat Merrimack, Carlisle, from St Louis.

Steamboat Meteor, Dunnica, from St Louis.

Steamboat Bridgewater, Wright, from Vicksburg.

Steamboat Tuskina, Woods, from Vicksburg.

Steamboat Brilliant, Hart, from Bayou Sara.

Steamboat Velocipede, Wright, from Alexandria.

CORRESPONDENCE OF THE BEE.

NEW-YORK, OCT. 16th, 1839.

Manifest of the cargo per ship Ontario, Jameson, sailed yesterday morning for New Orleans.

[illegible] and [illegible] Wood; 77 bxs, 200 tables boy, A & J F Stanton; Waterman & Wood; 77 bas, 200 bales hay, A & J F Hart; 6 bxs, 6 trunks, Hart, Butler & co; 4 bxs 10 M Hart; Wheeler & Weber; 1 bale 50 do J B Field; 1 case, 3 case, 5 casks, trunks, J Rhea; 7 bxs, 31 baskets, 10 casks 4 pipes, 12 bbls, 1 keg, 11 half pipes, 9 hhds, 4 pipes, 6 chests, Wheeler & Coe; Dubose & bxs, Morgan & co; 1 carriage & 4 Coe; 1 case Pope & Powers.

Passengers—Messrs Denison, Rhea, Wilcox, J B Deter, W Dill.

The packet ship Vicksburg, Bunker, sailed early on Monday morning for New Orleans, with a full cargo of assorted merchandise, consigned to

Priestly & Bein; Blair & Satterfield; Baldwin; H A Barrow; Burke, Watt & co; Richardson, Waterman & Wood; Glover & Bradford; Frost & co; Tate & Hopkins; Peyroux, Arcueil & co; Dubose & Richardson; Hiter & Waterman; J J McDuffy; Sloan & bro; Rosser & Asher; T W B; Stewart; J Alexr & co, Martin, Pleasants & co; Rowse, Davidson & co, G B Duncan, W W Bogart; Bacon & McCoo bros; Hyde & Goodrich, Wood & Simmons; A E Crane; J Thayer & Grant; Lally & McCracken; Hinman & Shea; A Fulton & co; Brush & Thacker; G D Hubbard; J L Hedges; Lafitte; Yeoman & co; J D Bein; L A Barbin; W McKean; Dennett, I Hess, R Frost, A C & W Squire & co; Whitlock & co, Lawrence & Hill, W R Foote & co; Whitney & Bark; H C Cammack, R & J F Whitney; Godfrey, Lawrie & Small; Kennedy, Durel & co; B Brower & co; J C Freeman & co; A Green; J O Stark; J Jewell; J Thayer & co; B Hill, Strouse & Rankin; J O Stark; J Jewell; Carey; H R Lee & co; J A Morris & co; F H Quinn; P Falkner; N O & L Folger, Walton & Kemp, W Topham, Campbell & Martin; J H Leverich, Peters & Millard; Peet & North, H O Aures, A Grant & co; J M Buchanan, R H Lines; J C Wagner & co, J P Coulon; J R White; H M Jones; Gaudet & co; Morgan & co, H English, I Forrest; W & J Gillen; Guerin & co, O D Egan; M Lunt; Lait & Peck, S B Waldron; J Belew; J Latt; P Folaco & co, B Galpin; P A Hebrard & co; M Bland & co; Hall, Blair & co; Hadden & Hall; Taylor, Carrico, D P Stanton; Comstock, Hyde & co; Freeman & co; Smith & Voorhees, P Stannon & bros; J W Burnham & co, Bank, Canton & co, capt Bunker, Berra & Prescott; Green, Pollard & Green, A Morrell & co, J H Martin, Valentine & Bostick; A D Olive, Carriere, Duran & co; J B Field, N Richards; J Maturin; M & H Mullen; A Cohen; Dwight & Trowbridge and order.

Passengers—mrs Godfrey and lady, mrs E Ferrise, miss E Rowling and sister, mrs Camp and ett, mrs Pratt, misses J A Trowbridge, A H Trowbridge, F Hazard, J Lawrie, G Brush, A E McHarron, H H Vredenburgh, R G Hobbs, J B Field, D S Miller & co, F M Griffith, W Squire, J D Marsh and 17 in the steerage.

A beautiful ship of 10 0 tons, recently launched from the ship yard of Messrs Parker & Thomas, is now at the wharf taking in freight for New Orleans. She is owned by the Frankfort, and intended as a regular in the packet ships (New York and New Orleans line) of which messrs Johnson & Lowden of this city are the agents. The Frankfort combines in her model all the recent improvements in ship building, having strength, capacity and the qualities of a fast sailer. Her dimensions are 150 feet in length; 37½ inches in breadth and depth 21 feet. Her cabin is on deck 70 feet long, and finely arranged for the comfort and convenience of passengers. She clears on Saturday next, and will sail on her first voyage to your city on Monday.

The ship Paxton, Duncan, sailed this morning for New Orleans. I shall endeavour to obtain the list of her consignees for my next communication.

The ships Sarah, Mailler and John Hale, sailed Thursday for New Orleans, Ocean Victoria and Fernanda sail to-morrow for Natchez.

Wind light from N—clear and pleasant.

CONSIGNEES.

Per ship Mozart—I. Hurtubise; Boffer, Guillotte; Mauran; Gasnier; Ducateau; F Zanotti; J B Lanier; Marselin, Lerner, Prevost; Kellogg & bros; F Georges, Kuhn, R Dubois; A Dubois & bros; H C Martin & co; J B Field & co; E Lafon; Angerle; Hewlett; Macerty; Fortune; J F Doens; Monsecourt; Tete; Degour; Duconge; J Garcia; Cromer; Tardy; L Dubois & Lemee; Monsieur; Lecesne; Baclo; C Morel; J D Pousseau; Lammorand; Morel, Mauran; Chubbuck; E Plion; P Fertes; Fortiere; Foulson; Rodriguez; Brunet; Montgomery; Bordes & co; Pohassi, Jacoby; Michel; Buschey; A Duchesne; J Dauphine; Pl[illegible]; Vergnon; Oaktel & Courcelle; Ditenne & co.

Per ship Manchester—H Gally; Delorme, Grandchamp, J P Nogué; J Leaumont; Laure & Pryenne, B George, Chauviere; Pet & G Cohen; Bordes & co; Poitevin, P G Vergnaud; Jean de l'Eglise & Sorin; Donard, Ramon; Renard; Dan; Forstall; Lebrun; Kuhn; Dan & Gratiot; Morey; Francis, Plaes & Blanc; Pouilles; A Fondrey; Dubois & co; Bazaine & Co; Chabaud, Fourier; Guilbert & Lamont; Lepat; J Andrews; Ross, Lucas & co; Roland, Tourne & Bassy; J Andrews; Ricelli; Laurent; Cavelier; [illegible]; Dubreuil; G Chaveau; J Luminais; A Merpy; J Bourgeois; Marlet; Laporte; Boschi; J D Rogers; Forstall; Thomy; Bonneau; Lerner, Luce; Bourgerol; H Wilson; Pilie; Ribeiro; P Simon; Mauret; Laporte; Lefebvre, K Detour; A Louvet; Fiobe; Berger, Fryer, and order.

Per ship Chatham—P de Lizardi & co. and Hagedorn & Cramer.

Per barque Indiana—Laborde freres; Bigey & Butalle; E Lafon; Ducatel; Lacoste; Delamare; Morel & co; Dutilleul & Lafont; Lafon; Fertes; Girardey; Legendre & Lanuss; Barnichon; Lapeyre & Desmaret; Lefebvre; Ducros; A Nogues & co; J B Poyfarre; Dureille; Morestin; A Girault; Rousseau; A Fourgeaud & Jacquet; F Aubert; Camille; Pucheu & Pitot; Laroche; Mathieu; Alfiorini; Foulhouze; Lafarge & co; Pomarede & co; Remy & Arbour; E Daunois, Rouquette & Oudin; Montanari & co; Barjonet, Giraud & co.; Guyot; Tabary; Peytavin; Saux; Guyot & co; Mazureau; G Crane, F Forstall, Rouen & co; Dupuy; Fabre; J Dauphin & co; J Rochereau; F Lavergne; J Commagere; Pandely; Bochet & Boulet; E Lefebvre; J Godefroy; J D Legros; J A Barrelli; E & J Andrews; Le Page & Brou, and order.

Per brig Chapman—C Bolley; J Codes & co; J D Dewees; J Thayer & co; E & J Andrews; Lanier; Levy; J & A Hagan.

MEMORANDA.

Ship Columbiana, for New Orleans, sailed in co with brig Chapman.

Steamboat Merrimack left St Louis 17th inst—Ship Collins, 19th St. Louis, Natchez and Maid of Orleans in port for Nashville; Colorado, Lexington and Clarksville at mouth Ohio.

Baltimore, Oct 18—sld ship Paris, Child, N Orls.

Boston, Oct 16—arr. ship Cherokee, Parkinson, Newburyport; 18th, arr. ship Mozambique, Aimes, N Orls.

Philadelphia, Oct 17—sld, ships Galen, Snow, N Orls; Oct 18 sld, bark Robert, N Orleans.

Charleston, Oct 21 sailed, schr W E Jrnes, Parker, New Orleans.

FOREIGN PORTS.

HAVANA, Oct 9—arr, brig Dani Webster, Adams, Charleston, 10th, arr, Juniper, Marbles, Portland; Mel. Deering, Portland; McLellan, Larrabee, Baltimore; 13th arr, II B M brig Charlotte; ship Duchart, Baltimore, 13th arr, H B M brig of war Ringdove, from Rio Janeiro; 16th, sld, Cynosure, for Louisville, Chas. Baltimore; St. Germain, Dunham, Portland; Lanerk, for Louisville; Brunet, for Laurel; for Ringdove, ships Carpentier, Greenock; Sun Brothers, [illegible]

Vessels loading 15th Oct.

Gen Warren, Coll, Philadelphia; Indus, Washington; Arrow, Ruby, do; Lamis, Tryke, Baltimore; St Thomas, Adams, NYork, Eagle, Wylie, Savannah; packet Una, Ladies, New York.

Entered for loading—Isaac Eliza, Spring, NYork; W Francis, Flowery, do; Caroline, Edmond, Boston.

SPOKEN.

20th inst, Tortugas light bearing N 12 miles, schr W & Wm from Philadelphia for Texas, full of passengers—wished to be reported.

PASSENGERS.

Per ship Mozart—mdm Millaudon and family, mdm Berthe and son, mdm Marvel and daughter, P Millaudon, G Ducatel and son, O Dumas, J Sinclair, L Gendry, A Castille, C Perret, K Chatre, F Loison and 220 steerage.

Per ship Manchester—mdm le Brouche and one servant, mdm Chariels and family, and 119 steerage.

Per ship Charleston—7 cabin and 17 steerage passengers, the following from Key West, being from the wreck of ship Mary Howland, mr and mrs Lyons, mrs Bellow, mrs Hester and Mr Van Orden.

Per ship Northampton—A Chaquer, J Kitchen, F C Ferros, W Frohn, W Baffer and R Wright.

Per ship Chatham—J Pereira, miss R Pereira, miss E Kelsey, mrs R Lands.

Per ship Columbiana—mr Tew lady and sister, mrs Morgan and child, Lovett U S N, and mr Strohle.

Per steamboat Wm Robinson jr—mrs Hawley and daughter, P Cady, A Look, Aubain, L Petit, F Bastelle, R C Richardson, E Patterson, W and J Riley, W Thompson.

STATEMENT OF THE SITUATION OF THE BANKS IN NEW ORLEANS, ON THE 21ST OCTOBER, 1839.

NAMES OF THE BANKS.	CAPITAL. Nominal.	CAPITAL. Paid up.	Real estate, and other investments.	DISCOUNTS AND LOANS. Bank stock.	On stock by fair charters...	On other notes...	BALANCES TO FOREIGN BANKERS. Dr.	Cr.	DUE TO OR FROM BANKS IN OTHER STATES. Dr.	Cr.	LIABILITIES.	BALANCES DUE LOCAL BANKS. Dr.	Cr.	DEPOSITS.	CIRCULATION.	SPECIE.
New Orleans Canal and Banking Company	4,000,000	3,999,710	[illegible]	140,103		3,091,008	[illegible]	125,160	94,081	56,323	311,169	[illegible]	37,043	194,284	449,000	565,215
Carrollton Rail Road and Banking Company	3,000,000	1,949,350	1,002,000	919,918		1,073,750		511	47,307	5,188	384,120		6,093	122,396	279,000	[illegible]
Citizens' Bank of Louisiana	12,000,000	6,868,666	239,664	5,091,301		3,928,006			756,947	219,768	922,371		[illegible]	[illegible]	[illegible]	[illegible]
City Bank of New Orleans	2,000,000	2,000,000	160,738			2,919,068	486,570		[illegible]	17,868	1,470,019		[illegible]	[illegible]	[illegible]	[illegible]
Commercial Bank of New Orleans	3,000,000	3,000,000	101,891	836,414		1,986,780	266,939	6,806	413,234	195,563	333,745		[illegible]	[illegible]	[illegible]	[illegible]
Consolidated Association	2,500,000	2,400,000	70,156	[illegible]		1,969,398	113,660			[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Exchange and Banking Company	2,000,000	948,240	641,046	1,209,973		[illegible]		1,913	51,773	1,600	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Gas Light and Banking Company	6,000,000	1,381,455	566,015	268,145		2,556,919	26,380		189,417	104,384	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Improvement and Banking Company	2,000,000	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	4,179	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Bank of Louisiana	4,000,000	3,997,660	69,106	239,620		4,565,149	[illegible]		51,773	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Mechanics' and Traders' Bank	2,000,000	1,967,800	45,862			2,376,976	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Merchants' Bank	1,000,000	1,000,000	36,474			1,087,020	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Union Bank of Louisiana	7,000,000	7,000,000	176,499	3,816,074		5,509,211	2,380	56,724	156,819	181,687	16,953		[illegible]	[illegible]	[illegible]	[illegible]
Atchafalaya Bank	2,000,000	700,000	12,798			1,022,780	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]
Total	54,360,000	41,726,781	177,626,205	12,144,607		40,444,049	[illegible]	[illegible]	2,573,867	[illegible]	[illegible]		[illegible]	[illegible]	4,349,333	[illegible]

N. B.—The four column on bearing [illegible] of Circulation are in reference to the New Orleans Bank.

The [illegible] amount of $[illegible] making under the head of Liabilities to the account of the Citizens' Bank, audit Past Notes, bearing 1¼ per cent. per annum, and due as follows, viz:

$429,200	in 1841.
665,000	in 1842.
665,000	in 1843.
46,000	in 1844.
$1,461,000	

Deduct Notes held by the different Banks on that day.

Actual Circulation.

NEW-ORLEANS, 25th October 1839.

LUCIEN HERMANN, SECRETARY.

The following are the Drawn Numbers of the Louisiana Lottery, Extra Class, No. 47.

43, 70, 59, 60, 28, 75, 44, 38, 16, 11, 5, 26, 21.

TO-MORROW, AT 5½ O'CLOCK
CAPITAL PRIZE 10,000 DOLLARS.
$3,000—$1,600!
20 Prizes of $500 is $10,000!
Tickets only $3.

LOUISIANA LOTTERY.

Authorised by act of legislature chapter 1431, passed March 31 1836.

Class extra 48, for 1839.

To be drawn Tuesday, Oct. 29, 1839, at 5½ o'clock, p. m. at the Exchange Hotel, St. Charles-st.

D S. GREGORY & Co.
Successors to
YATES & McINTYRE, Managers.
78 Numbers—13 Drawn Ballots.

SCHEME.

1 prize of	$10,000	is	$10,000
1 " "	3,000	"	3,000
1 " "	1,600	"	1,600
1 " "	1,300	"	1,300
1 " "	1,100	"	1,100
1 " "	1,019	"	1,019
20 " "	500	"	10,000
20 " "	200	"	4,000
20 " "	150	"	3,000
20 " "	120	"	2,400
100 " "	100	"	10,000
100 " "	60	"	6,000
130 " "	30	"	3,900
130 " "	15	"	1,950
130 " "	10	"	1,300
4,680 " "	6	"	28,080
27,040 " "	3	"	81,120

32,396 Prizes, amounting to $169,769

Tickets only $3—Halves $1 50—Quarters 75 cents. Packages or single tickets for sale at the Manager's office, D S GREGORY & Co. No 25 Canal street, next door to the corner of Camp street, and at the Merchant's Exchange. o28

Official Drawing of the Grand State Lottery, Class No. 89.

46, 55, 57, 59, 60, 25, 16, 5, 47, 75, 13, 51.

THIS DAY.
CAPITAL PRIZE $12,000.
Tickets only $4!
GRAND STATE LOTTERY.
Class No. 83.

Authorised by the legislature of the State. To be drawn Monday, Oct. 28, 1839, at 6 o'clock p.m., at Bishop's Hotel, Common-st.
S. DAVIS & Co., Managers.
75 Numbers—12 Drawn Ballots.

SCHEME.

1 prize of	$12,000	is	$12,000
1 " "	3,000	"	3,000
1 " "	2,000	"	2,000
1 " "	1,300	"	1,300
1 " "	1,100	"	1,100
5 " "	1,000	"	5,000
5 " "	500	"	2,500
5 " "	300	"	1,500
5 " "	300	"	1,500
10 " "	150	"	1,500
10 " "	150	"	1,500
10 " "	100	"	1,000
156 " "	100	"	15,600
63 " "	50	"	3,150
63 " "	40	"	2,520
63 " "	30	"	1,890
63 " "	20	"	1,260
63 " "	15	"	945
63 " "	10	"	630
3,780 " "	8	"	30,240
23,436 " "	4	"	93,744

27,814 prizes, amounting to $185,685

Tickets $4 00; halves $2 00; quarters $1.

Packages of 25 tickets	$100	warranted to draw	$48 00			
do	25 half	do	50	do	do	24 00
do	25 qr.	do	25	do	do	12 00

For packages or single tickets, apply at the Managers' offices, 16 Chartres-st., and at the corner of St. Louis and Chartres-st. o28

TO LET.—The second floor of No. 24 Chartres street, being a large room 60 feet by 20, with three large windows in front and rear. Possession given immediately. Apply on the premises. DAVID FELT & Co. o28-3t

NOTICE.—The co-partnership existing between Messrs. Barnett, jun and P. Lagay, having expired on the 25th instant, is dissolved by mutual consent.

P. Lagay is charged with the liquidation of affairs.
M. BARNETT, jun.
o26—3t in 10 de P. LAGAY.

STATE OF LOUISIANA—First Judicial District Court, No. 18,960—Erastus Well vs. his Creditors.—The cession of the petitioner's property is accepted for the benefit of his creditors, and a meeting of said creditors is ordered to take place at the office of W. Y. Lewis, Esq., notary public, on Saturday the 9th day of November next, at 10 o'clock a.m. to deliberate on the affairs of the petitioner. In the meantime, all judicial proceedings against his person and property are stayed.

Witness, the Hon. A. M. Buchanan, Judge of said court, this 25th October, 1839.
JNO. L. LEWIS, Clerk.

IRON—PRIESTLY & BEIN have landing from ship Unicorn, from Liverpool, and offer for sale low if taken from the Levee,—50 tons English iron assorted as follows, 1 in. to 6 in. flat 1-4 3-8 1-8 & 5-8 thick; 1-4 in. to 2 in. round; 1-2 in. to 2 in. square; 100 bundles sheet iron, No 12 to 26; 100 do. hoop iron, No. 3-4 to 1 1-2; 20 do. cistern, in 2 to 3 in. ... 20 tons Swedes iron, assorted, flat and square; ... 50 tons of English iron, round, square, and flat; 10 tons plough iron and plough moulds; 4 tons Baltimore boiler iron; [illegible]

PORK—300 bbls mess, prime, M. O. and rump pork, for sale by MAHARD & SIGERSON, 38 New Levee.

CLEAR PORK—Clear pork, for sale by MAHARD & SIGERSON, 38 New Levee.

FLOUR—400 bbls superfine flour, for sale by MAHARD & SIGERSON, 38 New Levee.

$25 REWARD—For the arrest and imprisonment of the following slaves belonging to the subscriber, who absconded themselves from the plantation of Mr. De La Croix, on the night of the 4th or 5th instant, LOUIS, a mulatto aged 40 years, 5 feet 9 inches high, a mild countenance, stoops in walking, with his toes turned out ward. BETSEY, a negress, aged 36 years and wife to LOUIS, she is good looking, with a pointed nose, and a malicious tongue. They carried away with them their three children, viz, NISBET, 9 years old, VIRGINIA, 3 years, and the youngest a month and a half. LOUIS has been seen several times in the streets.—Those slaves are American, and speak French imperfectly. They remain in the city and the faubourg. o26-3t F CAVELIER

NEGRO BROGANS, &c—300 cases, containing mens' prime russet brogans, medium and extra sizes, nailed and long counters; mens' prime kip and split leather brogans and tmd boots, for sale by
o28 ISAAC BRIDGE & Co. 134 Magazine street

BARRELS—1160 molasses barrels, in fine order, landing ex ship Burmah, and for sale by
o28 R H WHITE, 40 Poydras street

HAVANA COFFEE AND SEGARS—250 bags coffee; 500,000 segars, Regalia, Canones, Trabucos, &c. for sale by J ROBERT & Co.
o26-3t 47 Bienville street

NEGRO CLOTHS—60 bales and cases, comprising Cordova kerseys and plains; Washington and Warwick jeans, Lowell cottonades and a great variety of linseys, for sale by ISAAC BRIDGE & Co. 134 Magazine street.

WANTED—a woman to cook and wash for a small family, one well recommended can obtain a permanent situation, by applying at No. 123 Julia-st., next to the corner of Camp. A colored one would be preferred. o26-3t

DANCING ACADEMY.—No. — street.—Mr DEVOTI has the honor to inform his pupils, and the ladies and gentlemen of New Orleans, that he will begin his course of lessons on the 10th November. He will teach the modern dance, every variety of step, new figures for quadrilles, and waltzes, &c.

Persons wishing to confide to him this branch of their education, are certain to receive, however unapt they may be to learn.

TERMS.

Each month payable in advance.

Two lessons a week will be given in the academy, at 6 o'clock, p. m. The time occupied in these two lessons will be the same as that of three lessons.

Price per month	$ 8
" " in the academy three lessons a week	8
Private lessons, when several persons unite, 12 tickets per month for each pupil	10
Lessons for two persons, 12 tickets for each pupil	12
Lessons for a single person, 12 tickets	18

A deduction will be made for parents having many children. Strangers are requested to produce their references. o25

VEGETO-MINERAL PARISIEN BITUMEN. MR. MILLIET has just established in this city a society for the manufacture and sale of the Vegeto-Mineral Parisien Bitumen. In general, it is not sufficient, in such instances, to captivate public confidence by a pompous prospectus; the public should judge as far as possible, by comparison. Mr. Milliet has such workmen here since November last, and their labors up to the present time, as will make known the real value of the material.

He offers his services to the owners of property in the city and environs. The office is situated No 269 Bourbon street, between Hospital & Barrack. o26-3t

THE subscribers have received the following articles by the ship Rubicon—Furniture calico, red blue, yellow and green; do. do. striped; printed wool lace muslin, for women and children; plain do. do. white, black, pink, and blue; printed Neapolitans, an excellent article for children's clothing; white, pink, blue, and puce colored French merinos; white striped flannel, 5-4 and 6-4 wide; muslin for embroidery; kid gloves, superior quality; sewing silk; crape, of different colors; Cashmere and imitation shawls; tartans, 3, 4, 5, and 6-4; black silks, French calicoes, newest patterns; do. do. for mourning and half mourning; black bombazines; grey jackets.

These articles, together with the consignments they have received, constitute a complete assortment of goods, which they offer at wholesale and retail, at moderate prices. R. LEFEBVRE & BRO.
Corner of Chartres & Conti sts.

COAL.—The subscribers have just received a large supply of cannel coal, in bulk and in hogsheads of superior quality, which they offer for sale in lots to suit purchasers.—Also, Lehigh and Peach Mountain coal, broken and screened put up in hogsheads expressly for family use, and in bulk by barrel. All of which they will dispose of on the most moderate terms.—Orders left at their office, No. 55 Bienville street, up stairs, will be promptly attended to
o26-tf B & A SOULIE.

JEANS AND LINSEYS—50 bales heavy Kentucky negro jeans, assorted colors and qualities, 30 inch wide; 50 heavy Kentucky negro linseys, assorted colors, and 25 inches wide; 1000 dozen negro woollen socks, all sizes in store, and for sale on reasonable terms by SPROULE & BUCHANAN,
o26-10 98 Camp st

FLOUR—350 bbls. new superfine, in store, for sale by (o26) KIDDER & HEAD, 99 Camp-st.

FLOUR—500 bbls. superfine flour, in fine shipping order, landing from flat boat, and for sale by
M. MAHON, 16 Poydras-st.

MOLASSES BARRELS—300 empty molasses barrels, for sale by J. L. CARMAN, 41 & 43 Poydras-st.

TOBACCO—300 boxes manufactured tobacco, of various brands and qualities, for sale by
J. L. CARMAN, 41 & 43 Poydras-st.

SEGARS—300 M Spanish and American segars, among which are Regalias, Trabucos, and Principes, for sale on accommodating terms, by
J. L. CARMAN, 41 & 43 Poydras-st.

CINCINNATI HAMS—Canvased hams in lots and tierces, cut on expressly for family use, for sale by MAHARD & SIGERSON.

GOSHEN BUTTER—30 firkins Goshen butter, just received for sale by
o26 MAHARD & SIGERSON, 38 New Levee

KIP BROGANS—50 cases men's lined and bound kip brogans, in store and for sale by
FROST & Co., 9 Customhouse st

FOR GALVESTON—(Texas) Regular packet to sail Friday, 1st November, at 12 M.—The splendid low pressure steam ship COLUMBIA, Henry Windle, master, 425 tons burthen, coppered and copper fastened, will positively leave as above.

Steam boats will always be in readiness on the arrival of the Columbia at Galveston, to convey passengers or freight to Houston.

For freight or passage, having splendid furnished accommodations, apply on board or to
SMITH & VOORHEES, 35 Camp street.

N. B.—The Columbia will in future leave New Orleans, on the 1st and 15th, and Galveston on the 8th and 22d of each month, until further notice. o 16

FOR LOUISVILLE—The new light draught steamboat FORMOSA, Jordan, master, will leave for the above and intermediate ports, on Tuesday, the 29th inst., at 10 o'clock, a. m. For freight or passage, having excellent accommodations, apply on board, foot of Lafayette st., or to
o28 P. SHANNON & BROS, 57 Magazine st

FOR ALEXANDRIA, RED RIVER—This day—The regular packet steamboat VELOCIPEDE, Isaac Wright, master, will leave as above this day, at 4 o'clock, P. M., taking freight and passengers for all intermediate landings. For further particulars, apply on board opposite Conti street, or to
o26 J HALL & A B BEIN, 19 New Levee

FOR LAKE PROVIDENCE—Vicksburg, Grand Gulf, Rodney and Natchez—The splendid steamboat EMPEROR, A. Auter, master, will depart for the above and intermediate ports, on Tuesday the 29th inst. at 10 o'clock, a. m. For freight or passage, having excellent accommodations, apply on board, opposite the North American hotel, or to
PIERCE SHANNON & BROTHERS,
o26 37 Magazine street.

The Emperor will tow any vessel bound for the coast.

FOR MONROE, HARRISONBURG AND OUACHITA—The regular packet steamboat ECHO, J. T. Yarrington, master, (having changed owners,) is now ready to receive freight for the above and all intermediate landings, and will be despatched on Wednesday morning next, 30th instant, at 10 o'clock. For freight or passage, apply on board opposite Conti street, or to J HALL & A B BEIN,
o26 19 New Levee

N. B. The Echo being of very light draught of water apprehends no difficulty in making her place of destination, and will continue to run in the trade throughout the ensuing season, soliciting a share of public patronage.

FOR ST. LOUIS, ALTON AND QUINCY.—The light draught fast running steamboat KNICKERBOCKER, E. W. Gould, master, will leave for the above and intermediate landings, this day, at 4 o'clock, P. M. For a few tons more freight, or passage, having handsome accommodations, apply on board, opposite Bienville street, or to
EDWARD A. BRIDGE,
o26-1t 60 Gravier street.

FOR LOUISVILLE, CINCINNATTI PITTSBURG, and all intermediate landings—The new and light draught steamer VIENNA, Patterson master, having the most of her cargo engaged, will leave for the above and intermediate ports, on Wednesday, the 30th inst., at 4 o'clock, p. m. The Vienna can carry more freight and run in less water than any boat in the trade, and will sign clear bills of lading for the delivery of all freight without reshipping. For balance of freight or passage, having superior accommodations, apply on board, opposite to Lafayette-street, or to HADDEN & HALL,
o28 33 New-Levee-street.

FOR VICKSBURG, GRAND GULF, RODNEY, NATCHEZ AND FORT ADAMS—The splendid and fast running steamboat JOHN LINTON, Edw'd H. Pomeroy, master, will leave for the above and all intermediate landings on Monday, the 28th inst. at 4 o'clock, p. m. For freight or passage, apply on board, opposite Conti-street, or to
BLAIR & SATTERFIELD,
o26 91 Magazine-st.

FOR ST. LOUIS, ALTON, and all intermediate landings—The fine, fast running, light draught substantial steam boat PLATTE, Jones master, is now ready to receive freight, and having the greater part of her freight engaged and going on board, will have immediate despatch for the above and intermediate landings. For balance of freight or passage, having splendid state rooms, apply as above, opposite Poydras-street, or to
o28 BOGERT & HAWTHORN, 65 Gravier-st.

FOR ST LOUIS, ALTON and all intermediate ports.—The staunch and well known steamboat MADISON, capt Bob Presland, having a portion of cargo engaged and going on board, will have despatch. For balance of freight or passage, apply on board foot of Canal street, or to
GODFREY, LAWRIE & SMALL,
o24 36 Gravier st

FOR CINCINNATI AND LOUISVILLE—The first class, light draught, fast-running steamboat A. FUSELIER, C. Johnson, master, is now receiving freight for the above ports and all intermediate landings on the Ohio and Mississippi rivers, and will meet with quick despatch. The A. F. being all state-rooms and of very light draught of water, offers a sure and safe conveyance at this stage of water. For freight or passage, apply on board opposite Poydras street; or to
o24 J. HALL & A. B. BEIN, 19 New Levee.

FOR ST. LOUIS AND ALL INTERMEDIATE LANDINGS—The substantial light draught steamer PRAIRIE, J. H. Freleigh, master, having the greater part of her cargo engaged, will have immediate despatch. For balance of freight or passage, having splendid accommodations, all large and comfortable state rooms, apply on board, opposite Bienville street, or to
o28 JOHN A. MERRITT, 53 Camp st

FOR CINCINNATI, LOUISVILLE and all intermediate Landings—The new and light draught steamer, SUSQUEHANNA, J.C. Wiley, master, having the greater part of her cargo engaged, will have quick despatch for the above parts. For balance of freight or passage, having good accommodations, apply on board, opposite Gravier st; or to JOHN A. MERRITT,
o26 53 Camp st

FOR MATANZAS—The schooner VICENTA, captain Antonio Ros, is now ready to receive cargo, and will meet with despatch. For freight of 150 barrels, or passage, apply to J ROBERT & Co. 47 Bienville street. o26-tf

FOR HAVANA—The well-known fine Spanish brig EMELINE, Capt. Sust, having her cargo engaged, will sail on Wednesday 30th inst. For passage, having handsome accommodations, apply to (o28) M S CUCULLU, LAPEYRE & Co.

FOR HAVANA—The superior fast sailing schooner SEMINOLE, Captain Johnson, will leave positively on Wednesday next, the 30th inst. For passage only, having fine accommodations, apply to captain on board, or to
o26-tf R. GRONING & Co.

FOR BALTIMORE—New Orleans and Baltimore line of packets—The A 1 packet barque IRAD FERRY, J J Stevens, master, having three fourths of her cargo engaged will have immediate despatch. For freight or passage, apply to
o 15 G BEDFORD, 22 Bienville st.

FOR BOSTON—(first ship)—Lombard & Co's. line of packet ships—The A 1 and fast sailing packet ship CHARLESTON, D Eldridge, master, will have quick despatch. For balance of freight, or passage, having superior accommodations, apply to the captain on board, opposite St. Joseph street wharf, or to J A MERRITT,
o26 53 Camp street.

FOR BOSTON—The first class, fast sailing brig GRAND TURK, Capt. Winsor, will receive quick despatch for the above port. For freight or passage apply to
o25 KIDDER & HEAD, 99 Camp-st.

FOR LIVERPOOL—The superior A 1 ship NONANTUM, Capt. Hamburg, having a full cargo engaged, will have despatch. For passage only, having splendid packet accommodations, apply to J. H. ASHBRIDGE, 65 Common-st.
o25 or to GEO. GREEN & BROTHER.

FOR BOSTON—The first class brig BOY, Capt. Williams, having part of her cargo engaged, will have despatch. For the bulk of 200 bales cotton and 50 tons heavy freight, apply on board or to J. H. ASHBRIDGE,
o25 65 Common-st.

FOR PENSACOLA AND MOBILE, via New Basin—The new schooner MARY ELLEN, Capt. Jarvis, having part of her cargo engaged, will have despatch. For freight or passage apply to J. H. ASHBRIDGE,
o25 65 Common-st.

FOR MOBILE—The first class packet schooner HORNET, Capt. Johnson, having part of her cargo engaged, will have despatch. For freight or passage, apply to
o25 J. H. ASHBRIDGE, 65 Common-st.

FOR VERA CRUZ—(Ship A. No. 1.)—The Spanish mistico CEFIRO, captain Roses, having the greater part of her cargo engaged, will have immediate despatch for the above port. For balance of freight or passage, apply to
M S CUCULLU & LAPEYRE,
o24 27 Toulouse street

FOR VERA CRUZ—The fast sailing A 1 schooner CALEDONIA, Porter, master, having more than half of her cargo engaged, will meet with despatch. For freight or passage, apply on board, at the foot of Jefferson street, or to HUGO C GILDEMEESTER,
o24 45 Bienville street

REGULAR PACKET FOR NEW YORK, first vessel, Louisiana and New York Line—The splendid and fast sailing packet ship SARATOGA, Hathaway, master, having a large part of her cargo engaged, will sail on Saturday the 26th inst. positively. For balance of freight or passage, apply on board, opposite the vegetable market, or to SMITH & VOORHEES,
o23 35 Camp st.

FOR CHARLESTON, S. C. the fine fast sailing brig CATHARINE, Capt. Rose, having the most of her cargo engaged, will meet with despatch. For balance of freight or passage, having good accommodations, apply on board, or to J W ZACHARIE & Co,
oct 23 88 Custom House st.

FOR KINGSTON, (Jamaica, W. I.)—The superior coppered and copper-fastened fast sailing brig GANNICLEFFT, will be despatched in all of this week for the above port, having the principal part of her cargo engaged. This vessel has two separate cabins, and can accommodate 30 passengers. For freight or passage apply to the captain on board or to M. P. Levy, Front Levee, or to
o23 R GRONING & Co.

FOR NEW YORK—The packet ship FRANCIS DEPAU, capt C. Forbes, having a portion of her cargo engaged, will have immediate despatch. For freight or passage, apply to the captain on board, or to
o21 STETSON & AVERY, 84 Gravier street

FOR BOSTON—The fine ship EAGLE, Capt. Adams, will have immediate despatch. For freight apply on board, near the railroad, or to G GREEN & BRO 26 Camp st. o18

FOR HAVANA—The A 1 fast sailing brig EAGLE, Martin, master, having part of her cargo engaged, will meet with despatch. For balance of freight or passage, apply to J W ZACHARIE & Co, 88 Customhouse st.

FOR PHILADELPHIA.—Pennsylvania and Louisiana Line—The well known A 1 packet barque HERCULES, James Martin, master, will sail with despatch. For freight or passage, apply on board, 2 tiers below the vegetable market, or to N F COMLY, 97 Camp street. o26

RUSSIA SHEETING—In store and for sale by
o26 HAGEDORN & CRAMER, 50 Bienville street.

GLOVES—Woollen and cotton gloves, in store and for sale by HAGEDORN & CRAMER,
o26 50 Bienville street.

PLANTATION GOODS—Russet brogans, wool hats, cottonade clothing, thin boots, for sale by FROST & Co., 9 Customhouse st

BAGGING, BALE ROPE AND TWINE—900 pieces of 44 inch Kentucky bagging, 500 coils heavy bale rope, and 3000 pounds baling twine, in store, and for sale on accommodating terms by SPROULE & BUCHANAN,
o26-tw 98 Camp st

SALES AT AUCTION.

BY E. E. SYKES.
Furniture Sale.

WILL be sold on Wednesday, 30th instant, at 10 o'clock, at No. 179 St. Domingo street, facing Lafayette square, a very handsome assortment of furniture, consisting of, in part, viz: 2 elegant mahogany sofas, 2 large mahogany—pair, 1 pair pier tables, marble top, sideboard, 2 sets, 1 large rosewood and claw dining table, 2 large French pier glasses, chairs, dressing bureaus, bedsteads, bed curtains, 4 rich window curtains, with gilt ornaments, candelabra, astral lamps, fine cutlery, cut glass, china and crockery ware, carpets, kitchen furniture, &c. &c.

The furniture in this house is of the latest style, and has been in use a very short time—equal almost to new. Terms at sale. o28

BY E. E. SYKES.

WILL be sold, on Tuesday, 29th instant, at half-past 4 o'clock, P. M. at No. 14 Notre Dame street:

150 barrels flour. o28

BY E. E. SYKES.

WILL be sold, on Tuesday, the 29th instant, at 12 o'clock, at the City Exchange, St. Louis street.

Negress MARY, aged about 23 years, a good plain cook and house servant, and has worked in the field. Also her son GEORGE WASHINGTON, very intelligent boy, 6 years old, guaranteed against the vices and maladies prescribed by law.

Act of sale before E. Barnet, not. pub. at the expense of the purchaser.

Terms—Cash. o28

BY M. BARNETT, Son.
Sale of Furniture.

WILL be sold, on Thursday 31st instant, at 10 o'clock, A. M., at No. 70 Royal street, between Conti and Bienville:

A quantity of furniture consisting of tables, chairs, armoirs, carpets, &c.

Conditions—Cash. o26-4t

BY M. BARNETT, Son.
Sale of Furniture on account of Departure.

WILL be sold, on Wednesday 30th instant, at 10 o'clock, A. M. at No. 69 Royal street, between Conti and Bienville:

A quantity of furniture, such as armoirs, tables, beds, chairs, carpets, mirrors, &c.

Conditions—Cash. o26-3t

BY FERNANDEZ & WHITING.
Estate of the late James Marsell.

THIS DAY, Monday, the 28th inst., will be sold at their auction store, 107 Chartres-street, at 11 o'clock a. m.

1 bedstead and bedding, with mattress, &c.
1 sofa, 1 sett dining tables.
1 armoir, 1 bureau.
1 glass. 12 chairs, &c.

Also, a quantity of kitchen furniture.

BY T. MOSSY & GARIDEL.

ON Tuesday, the 29th instant, will be sold, at 10 o'clock, at their auction store, No. 50, Toulouse street—

2 bales French tablecloths and napkins;
1 do common cloths;
1 do kerseys;
1 do boatons;
2 do cottonade;

American cottonade, white and brown sheeting prints, &c &c. o28

BY GUINAULT & DELASSUS.

WILL be Sold, on Monday, the 28th instant, at one o'clock p.m., on the Levee, opposite Mandeville street—

100 bales hay, first quality, now landing.

Conditions—Cash. o28

BY J. B. SLACHE.

WILL be sold, on Wednesday, the 30th instant, at 10 o'clock a.m., at his auction store, by order and under the inspection of the wardens of the port, for account of whom it may concern—

One bale blankets, imported in and damaged on board the brig Everett, captain Fitch, from Marseilles. o26

BY T MOSSY & GARIDEL.

TUESDAY, 29th inst. will be sold at 10 o'clock, at their auction store, No 50 Toulouse street,

For account of whom it may concern,

43 5-8 thousand segars, (Regalia,)
19 1-4 do do (Canones,)

Imported and damaged on board of the brig *Good Hope*, Farwell, captain. o26

TO LET—Three fine four-story Stores on Old Levee, Bienville, and Conti streets. A fine three-story dwelling house on Bienville-street, near the Levee.

ALSO—Three new three-story Houses, with outdoor buildings, situated on the corner of Victory and Marigny streets, near the rail road.

For terms, which will be advantageous, apply to
o25-3t LOUIS GALLY, 79 Toulouse-st.

TO LET.—Several tenements to let, Apply to D. LAUDUMIEY,
o25 16 St Louis street.

TO LET—A dwelling house, and a large stable, situated in the 3d municipality, corner of Polymnie and Bambara streets. Apply for terms at No. 107 Bourbon street.

TWENTY-FIVE DOLLARS REWARD.—Runaway from the subscriber, on the 23d instant, the negress named LAURETTE, 30 years old, reddish skin, five feet five inches and a quarter high, (American mulatto) speaks English and French. The above reward will be paid to whoever will lodge said negress in one of the jails of this state. Captains of steamboats and others are cautioned not to receive her on board, under penalty of prosecution to the utmost rigor of the law.

FELIX DELERY.

Parish Jefferson, 25th Oct. 1839. o26-6t-6w

$50 REWARD—Runaway from the subscriber, this morning, a mulatto woman named CAROLINE, aged about 25 years of age, tall and stout, and speaking French and English. She formerly belonged to Mr. Coquette living on the Bayou road. She wore when she left, a black gown with white spots.

Captains of vessels and others are cautioned against harboring or carrying off said slave, upon pains of prosecution.

o26-3t H. DUPHLHO, 17 Conti st

COMMERCIAL COURT.—No 576—W C LAVERIE vs Charles Levistones.—By virtue of an alias writ of fieri facias to me directed by the honorable the Commercial Court of New Orleans, will be sold at the City Exchange in St Louis street, between Chartres & Royal streets, in this city, on Friday, the 8th November next, at 12 o'clock, M., all the rights title, and interest of the defendant to and in the judgment rendered, being No. 736 in the Commercial Court, for the sum of $2,883 61, with interest and costs, entitled Charles Levistones vs Peach & Duplessis, and W. F C Duplessis—seized in the above suit. Terms, cash. o26 C F HOZEY, Sheriff.

CARPETS, BLANKETS, &c. at reduced prices—English and Brussels carpeting, Venitian and Turkey rugs, French and English blankets, of different sizes; three plain do, for negroes, white and colored flannels, white and colored plaid and striped cotton; Lowell cottons, linseys, and cottonades; satinets, cassimeres, &c. &c. the whole of which will be sold very low, by BOTTA & Co.
o26 corner of Canal and Chartres street

COFFEE—100 bags old Java coffee, for sale by
o26 BOGERT & HAWTHORN, 63 Gravier st

BACON—100 casks bacon sides, and 60 do shoulders, just received in store and for sale by
o26 BOGERT & HAWTHORN, 63 Gravier st

SILK HDKFS—300 pieces Spitalfield and 100 do Pongee hdkfs, just received and for sale by
FROST & Co. 9 Custom house st

WESTPHALIA HAMS—in store and for sale by
HAGERDORN & CRAMER, 50 Bienville street.

BARLEY & PEAS—in store and for sale by
HAGERDORN & CRAMER, 50 Bienville st

EXCHANGE ON NEW YORK, at short and long sight, for sale by
BLANCHARD, KIMER & Co.
oct 26-6t 96 Bienville street

PLASTER OF PARIS—150 bbls calcined plaster of Paris, for sale in lots to suit purchasers by
o26 GEO. BEDFORD, 22 Bienville st

CLARET, SEGARS & WHISKEY—60 boxes St. Julien claret, 50 bbls. common whiskey, 9 M cazadore segars, for sale by
o26 CHAMPONIER & GIRAUD, 6 New Levee.

BROWN COTTON SHEETINGS—60 bales best 37 inch brown cotton sheetings, suitable for the Mexican market, for sale by
o26 ANDREWS & BROS., 50 Camp-st.

CEMENT—500 bbls. hydraulic cement, in first-rate order, for sale by GEO. BEDFORD, 22 Bienville-st.

PEACH BRANDY—50 bbls. old Virginia brandy for sale by GEO. BEDFORD,
o26 22 Bienville-st.

FIRE BRICK—10,000 Baltimore patent fire brick, for sale in lots to suit, by GEO. BEDFORD,
o26 22 Bienville-st.

LIME—1000 casks of Thomaston stone lime, cargo of brigs Rappahannock and Tom Payne, for sale by o26 GEO. BEDFORD, 22 Bienville-st.

FLOUR—100 bbls superfine flour, in store and for sale by JOHN A. MERRITT,
53 Camp-st

LEAF LARD—183 kegs leaf lard, of a superior quality, landing from steamer Emerson, for sale by SAML BELL,
oct 25 80 Magazine st

PORK—Mess & P O pork, at the inspection, for sale low to close a consignment, by
o25 SAML BELL, 80 Magazine st

BAGGING & BALE ROPE—150 pieces of superior Kentucky bagging, 300 coils bale rope, in store and for sale by SAML BELL,
o25 80 Magazine st

SARDINES, in tin boxes, now landing from the ship Rubicon, and for sale by
o25 A ST GEORGES, 76 St Louis st

OLD RYE WHISKEY—[illegible] bbls very old rye whiskey, in store and for sale by
SAML BELL, 81 Magazine street

OLD PEACH BRANDY—A few barrels of superior old peach brandy, in store and for sale by
SAML BELL, 80 Magazine st

WINE & FIGS—50 bbls of the very superior dry Malaga wine; 100 drums, 25 lbs each, figs, landing from brig Industria, for sale by
J ROBERT & Co 47 Bienville st

EXCHANGE on New York & Havana, at short sight, for sale by
o26 R GRONING & Co

WESTERN BUTTER—10 half bbls & 10 kegs western butter, landing from steamer Little Red, and for sale by
o26 MAHARD & SIGERSON, 38 New Levee.

RICE—For sale by the subscriber, 25 tierces small rice, suitable for plantation use, landing from brig Catherine, from Charleston.
o26 JAMES D DENEGRE, 16 Customhouse street

MESS PORK—300 barrels mess pork, at inspection, for sale by HADDEN & HALL,
o26 33 New Levee.

FLANNELS—White, green and red woollen flannels, in store and for sale by
o26 HAGEDORN & CRAMER, 50 Bienville st

HOSIERY—Woollen and cotton hose and half hose, in store and for sale by
o26 HAGEDORN & CRAMER, 50 Bienville st

MERINOS—In store and for sale by
HAGEDORN & CARMER,
50 Bienville street.

SHAWLS—Woollen and cotton 3-4 to 7-4 shawls in store and for sale by
o26 HAGEDORN & CRAMER, 50 Bienville st

MOCK MADRAS HANDKERCHIEFS—In store and for sale by
o26 HAGEDORN & CRAMER, 50 Bienville st

LIQUORS—30 bbls old Monongahela whiskey; 20 do do peach brandy; 15 half bbls do do; 15 bbls domestic brandy; 5 pipes Holland gin; various brands; 25 bbls domestic gin, in store and for sale by
o26 JAS. L CARMAN, 41 & 43 Poydras st

PRIME PORK—100 barrels prime pork, at inspection, for sale by HADDEN & HALL,
o26 33 New Levee.

FLOUR—1000 barrels superfine flour, in fine shipping order, for sale by HADDEN & HALL,
o26 33 New Levee.

THE subscriber offers for sale, having a right to sheer back—20 half pipes cognac, dark, pale and quarter pipes do. 2d proof; 30 boxes St. Estephe claret wine. (o26) T. BARBANCEY, 20 Jefferson-st

WINDOW GLASS—of various sizes, for sale by
J. L. CARMAN, 41 & 43 Poydras-st.