

# THE BEE.

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NEW-ORLEANS,  
MONDAY, (MORNING), JANUARY 31, 1831.

THE MAILS AND POST-OFFICE DEPARTMENT.

A more deplorable state of derangement and want of order, than that which appears to obtain at present, with regard to the conveyance of the mails to this section of the Union, cannot well be imagined. We have patiently witnessed successive failures of the messengers for a week together; containing ourselves with the belief that they proceeded from inevitable causes; that the mails were stopped by insurmountable obstacles, and that by impediments against which no human precautions or vigilance could provide. We will not undertake to say that this has not been the case with regard to some of the failures referred to: we are willing to admit that some of them have occurred in this way; but this furnishes no sort of apology for the confused and disordered condition in which they are at least received.

It appears that during the late failures, some Post Office on the route, has been made a general depot; that the mail bags have been successively emptied of their contents into one common receptacle; and that they have been again filled and expedited from the same confused and heterogeneous mass, without any regard to dates or the order in which they were received. Thus the same mail, brings us papers of different dates in December and January. By the last, we received Washington papers of the 12th January and the 25th of December; while many of the intermediate dates were missing. Any attempt therefore, to preserve a connected chain, in our own reading, or our publications of news is quite out of the question. It is a serious grievance; and can be attributed to nothing but the most shameful and culpable mismanagement of the Post Office upon the great northern and eastern mail route.

By a notice which we saw at the Post Office on Saturday, we learned that no mail was received from any point beyond Fayetteville: the Christian papers however, acknowledge the receipt of mails as far north as Richmond, and speak of a failure beyond that place, that the Potomac was frozen. Now we should be glad to know what winter, for the last twenty years, the Potomac has not been frozen? Is it not perfectly a matter of course? ought not the contractors on that part of the line, to be prepared for the event at any moment, and to convey the mail from Alexandria to Frederickburg by land, whenever the navigation of the Potomac ceases to be practicable? We know that it is their duty; and that there can be no reasonable excuse for their neglect to perform it. Besides, the conveyance of the mail in that region, is a matter that passes under the daily observation of the Post Master General, and which it is always in his power to control and regulate according to the exigencies of the case.

Causes of complaint about the irregularity of the mails are not confined to this section of the Union; they are daily reiterated from various quarters; and we are glad to have in our power today, to cite an authority in support of what we allege, which cannot be taxed with partisan motives, or the unpardonable sin of being in opposition to the administration. We allude to the Nashville Whig and Banner, an extract from which will be found below.

To conclude, we have no faith in the boasted zeal and efficiency of the Post Master General. We believe that his whole administration of the department thus far, has been characterized by the grossest favoritism and neglect of duty. Since we first heard of him, as the leader of the 'relief party' in Kentucky, we have had no confidence in his principles or integrity; nor has his subsequent conduct in office, tended in any degree to enhance our estimation of his character.

**NASHVILLE, Jan. 19.**  
Were we disposed to be querulous, we should gratify our feelings by complaining, as we might do most reasonably, of late failures of the mails. Last evening, when we were looking for a luxurious mental repast from a supply of newspapers, and when, from the information directly received from a traveler, we confidently relied on news to the 8th of December from Liverpool, we were met with the information that the northern mail, on which we now almost exclusively rely for intelligence, had brought no papers. We knew not why it is so, but such has been the fact frequently of late.—*Nat. Banner.*

**(From the Mobile Commercial Register.)**  
**The Coosa Canal Memorial.**—By a system of management and log rolling unparalleled in the annals of Alabama Legislation, the enemies of the Coosa Canal succeeded in obtaining a vote of the House of Representatives, adverse to this memorial. The House was composed of 72 members. A vote in favor of the memorial was carried in the first instance, and on a reconsideration it was finally lost, 35 votes being obtained against it, under such circumstances as to make a majority of the members present. The 1st of the memorial, so far as the Legislature is concerned, is sealed, but the friends of that great national measure, are not thus to be put down by a minority of the House of Representatives.—Unity of these political Solomon, acted in the very face of the votes they gave but one year ago, on the same question, and most of them publicly misrepresented the views and wishes of their constituents, a position, which, in due time, we propose to establish by incontrovertible evidence. An appeal from their decision will be made, therefore, to a tribunal of higher authority.—To the decision of their original sovereign capacity. To the decision of their original sovereign capacity. To the decision of their original sovereign capacity. To the decision of their original sovereign capacity.

The first important manoeuvre in the Legislature on the election of Governor Moore to the U. States Senate was, to seize hold of his popularity and make it subservient to their object, and this in a good measure they effected. No sooner was the choice of a Senator accomplished, than a letter written by an honorable Member, was dispatched to the Montgomery Journal, announcing the important fact that Governor Moore, after eight years of consistent dereliction to National Internal Improvement, had suddenly been converted to the new faith and had announced himself opposed to the whole course of his former political life. As it is our intention to expose these misrepresentations in detail, we may as well dispose of this as we go along. Our readers all recollect the letter, to which we refer, but many of them are not aware that his Excellency disavows it. We have a letter at command, addressed to a gentleman in this city, which was read to Governor Moore, and obtained his assent, stating that the Governor had informed the writer that he had brought the subject of the Coosa

Canal before the last Legislature, in as forcible a point of view as he was able to do, and that he had also done it at the present Session—that his opinions upon National Internal Improvement were a matter of record, and that he stood pledged to support it.

In addition to this, a gentleman of the first respectability informed us, that the Governor in a conversation with him early in this month, declared that he viewed the Coosa Canal as a great national measure, that he had ever been its friend and advocate, and should continue to be so, and that he believed it constitutional, and highly important for congress to make the contemplated appropriation for the purpose of carrying it into effect. Here is a precious item in the chapter of misrepresentation, and we do not intend to abate any of its force, by mingling it with others, equally pungent and appropriate, but shall hold them in reserve till we see how this is disposed of.

A Kentucky editor of note, in speaking of a cotemporary in his neighborhood, describes him as one who, for the last ten or fifteen years, has been uttering falsehoods out of every pore in his hide, and who never sits down to write without having a swarm of palpable and visible lies buzzing around his pen, and settling down upon it like a cloud of summer flies—when he attempts to write anything but poetry, but his pen once got fairly mounted upon his hobby of black-guardism, and away he goes, like a Lapham with astride a trout-trout.

We are indebted to Capt. MAC WILLIAM, of the sloop, *Lovely Kezia*, arrived yesterday, for Havana papers and a Price Current to the 9th inst. The commercial and marine intelligence will be found under their proper heads.

We are also indebted to Capt. Mr. W. for the following account of the destruction of a small schooner of pirates in the neighborhood of Havana.—

**HAVANA, Jan. 9th, 1831.**  
Some twenty days since one of the Havana fishing smacks, owned by a Catalan, arrived from the windward, and the patron informed the owner that he had seen the prisoners a short time previous who had escaped from the *Cambrano*, on Key Cruz; that they were preparing for acts of piracy; they were provided with a small vessel, and arms and ammunition, and the leader, the noted Antonio la Tonia, was among them. This information was communicated to the Governor by the owner of the smack, who volunteered to go after them; accordingly an officer and 20 soldiers were dispatched (the better to disguise the thing,) they went in two smacks, accompanied by the owner. They arrived at the place, found the villains, attacked them, killed the leader, and took six prisoners; two escaped, but this band of rogues have been put down before they began.—*Charleston Mercury.*

**An unusual ballast.**—It is stated in the Boston Gazette that a vessel belonging to Boston, which was at Antwerp during the bombardment, had her captain shattered by a cannon ball, and for her standing and running rigging cut by the shot. When she proceeded to sea, she was actually ballasted with the bricks of houses that were destroyed on the 27th of October!

**BOLIVAR.**  
The death of Bolivar is announced, though not certain. His character has been involved in clouds, which may be dispelled when he is no longer to be feared and his loss shall be felt. We are disposed to conclude, on the whole, that he deserves to be styled a great man—perhaps a true patriot. His late is strong admiration for the inordinately ambitious, if it should be proved that he was so;—and it yields a melancholy lesson to the noble and devoted spirits that seek to obtain real freedom and glory for a people yet far from being prepared to understand and enjoy those benefits. No one of the Spanish American nations seem to have been able to distinguish finally between the honest and hypocritical patriots of their country—between the demagogues and the martyrs—the pure and the corrupt.—the conspirators and the saviours. Nevertheless, each has had a multitude of public men who have sacrificed their fortunes or their lives, for their personal comfort and security, for the public cause, commanding for national independence with unlimited zeal and effort. Genuine public virtue is said to be rare; rarer still is the due acknowledgment—its reward of honor and of life is too often blindly allotted to its mere counterfeit.—*National Gazette.*

**Ludicrous.**—The Lord Mayor of London (*Key*), was engaged in his ordinary business at the Mansion House, when in walked one of the Bondies with a long pole on which was a placard, with much solemnity, that he had seized several articles from a man who was going up and down the streets offering them for sale, together with some copies of verses which he was singing aloud in a most unmelodious manner. The pictures of a most *amere* bore a striking resemblance to the Lord Mayor and Sir Claudius Hunter. The Lord Mayor burst into a loud laugh as soon as he saw the picture, and said that the placard bearer should never have been interrupted. A copy of the verses was procured, and they were found to allude to the late civic disappointment. The following is an extract:—

Now pale is the point of each Halderman's nose,  
And sad must the souls of the citizens be,  
Since summat is wrong, as the locksmiths suppose,  
When the Ward is no longer on terms with the Key.  
Poor Gallaway growls, Charley Pearson he pouts,  
And Figgins, and Wiggins, and Scroggins is queet;  
For November to them, without guzzling bouts,  
Might as well be wiped off from the mouths of the year.  
And I'm blowed if 'taint nuts now to witness the gloom  
Of the fellow wot axed such a price for his room  
In Cheapside, and now prays for a convicted doom  
On the head of the Waterloo Coachman."

The Lord Mayor remarked that he was glad the citizens had something to amuse them in so dull a season, and that he had no objection to be one of the sources of the general mirth. The beadle was then directed to return the poetry to the rightful owner, who soon entered and asked him his board back again. "As for the picture," he said, "he knows nothing at all about it, but if it want liked by his Lordship, why, he'd shove it off of the board." The Mayor advised him by no means to do so, as it might answer very well for some future Mayoralty. The man said wherever he appeared he was sure to attract a crowd, for the people would listen to nothing else except a song, of which the following was the chorus:—

"You think you've an *Unter*, but may I go to grass,  
An he rode for an *Unter*, if you han't got a *Hass*,"  
While the cause was under examination, Sir Claudius Hunter entered the room—saw the picture and suddenly turned into the opposite room.

(The Brig *WILLIAM*, Capt. Collins, from Boston, is discharging cargo nearly opposite the Blue Stairs. Consignees will please to attend to receiving their goods.  
N. B. Some goods shipped at Boston on board the brig *Cygnus*, for which bills of lading were signed, were transferred to the *William*.

## COMMERCIAL.

**New-Orleans Commercial Report,**  
January 29th, 1830.

**GENERAL REMARKS.**—The weather during the week, has been generally favorable for our-door business, but cold for some time previous. The Mississippi was yesterday noon at seven feet below ordinary high water mark. Arrived since our last, twenty-eight steamboats, with full cargoes of Produce—six of which were from Cincinnati and Louisville; and in all during the last forty-two days, one hundred and ninety-one steamers. Our market is steady, and not over brisk for any one article of produce. The changes have been few and unimportant. The business is more or less depressed by the scarcity of good weather vessels, now much wanted; we understand that there is a respectable number due, many of which are expected every day.

**COTTON.**—Cleared this week, for Liverpool 5700 bales, Havre 2270, Boston 2204, New-York 1374, Philadelphia 301, Baltimore 71—in all 12,192 bales. Arrived in the same, from the interior and Mississippi 9501, Tennessee and West. Alabama 473, across Lake Pontchartrain 363, West Florida 70—together 10,400 bales; making a reduction in stock of 1789, 967 bales on hand—including that sold in store, considerable at the landing, and all on ship-board not cleared yesterday morning—a stock of 40,027 bales. The operations of the week have been so variously estimated by those who ought to know them, that it is impossible even to guess at the amount. The demand has been moderate and generally at our former rates, with the exception of the lower qualities, which have given way a little. The sales would no doubt have been extensive, could purchasers make engagements for freight. The stock of Tennessee and Alabama is considerable; and yet nothing of importance doing. We heard of a few bales of Western District selling at 9 cents, quality very good; and of some shipping on owners account. There is much held at higher rates than the market will warrant. Altogether we do not consider Cotton a brisk article. We quote Louisiana and Mississippi according to the Liverpool classification, viz:—

Ordinary	8	8
Middling	9 1/4	9 1/4
Fair	9	9
Good Fair	9 1/4	9 1/4
Good and fine	10	10

**SUGAR.**—Cleared since our last, for Boston 144 hhds; Philadelphia 400, New-York, 266, Baltimore 103, Charleston 27—together 1240 hhds. This article is still dull by the crop on the plantation at 5 cents; and we understand that the sales have been very limited during the week.

**MOHAWK.**—Cleared for New-York, 1072 hhds, 777 hhds, Boston 625 hhds, 297 hhds, Baltimore 200 hhds, Charleston 100 hhds, and 14 hhds—in all 2015 hhds, and 1154 hhds. We quote at 14 cents for that above the city, and 15 cents below. The sales at the landing are in the small way at 10 cents. The demand with the planters is not brisk; but considered better than sugar. Exported since the 30th Sept. last for the following ports, viz:

DESTINATION.	SUGAR.	MOLASSES.		
New-York,	9110	477	3530	3395
Philadelphia,	3188	455	421	43
Baltimore,	1840	493	545	580
Charleston,	3905	328	96	290
Savannah,	658	137	60	70
Boston,	1038	21	89	673
Norfolk,	341	17	21	45
Providence,	9	1	2	148
Portsmouth,	8	1	1	1
Petersburg,	9	15	1	1
Alexandria,	327	1	261	29

**TOBACCO.**—The operations of the week were limited to about 30 hhds; twenty of which new crop inferior quality, at 21 3/4 a cent, for cross-cut, seconds and firsts. Near 200 hhds of the new have been inspected and proved to be really good in appearance. It is generally supposed that the receipts here for 12 months ending the 30th of September next, will be several thousand hhds, short of the previous year (31,000). The present high price for the freight of this article is much against any immediate improvement, or a good demand. We heard of an engagement for a small lot to Boston, at \$8 50 per hhd. Cleared for New-York, 251 hhds. Arrived, 31 hhds.

**FLOUR.**—There is a fair supply in market, both at the landing and in store. The sales of the week have ruled at \$4 75. Yesterday, in the rounds of our enquiry, we found nothing doing in the article, and holders generally asking \$5. Should the importations be heavy and but little taken up for exportation, it is doubtful whether that price could be obtained next week.

**LARD.**—Good beef lard met a fair demand at 7 1/4 cents, and the sales have been heavy at the levee on arrival.

**PORK.**—Is plenty and dull; we quote at \$7 50 a 8 \$3 50 a 10, \$11 50 a 12, for cargo, prime and mess, as the offering and asking rates. We do not know of any large sales.

**WHISKEY.**—Has met with a further decline, and sold this week at 27 and 28 cents and not very brisk.

**HIDE.**—We heard of a forced sale of 1300 pairs at \$3 1/2 per 100 lbs., and of a purchase for ballast at 45. It is said that the orders on hand are limited to \$3 25 for all that can be had. Arrived this week; three fat-bows, Gen. Dodge, owner, with full cargoes of this article from 70 miles up the Wisconsin river, (north 43d degree) in the N. W. Territory attached to Michigan, making full 2500 miles navigation as an experiment.

**FREIGHTS.**—We continue our last quotations which may be considered nominal, as shippers are unwilling to give more, and ship owners and consignees higher rates. We have not heard of any engagements of any importance for several days.

## MARINE JOURNAL.

**PORT OF NEW-ORLEANS.**

**CLEARED ON SATURDAY.**

Ship Sarah Ralston, Winslow, Liverpool, Taylor, Grimshaw & Co.
Sloop Majestic, Robinson, Bracon, Cockayne, Watts & Co.
Ship Harriet, Johnson, Belfast, Currell, Kishaw & Co.
Ship Vesta, McKown, Liverpool, S.P. Morgan, Ship Helen Mar, Holmes, Boston, Stetson & Avery.
Brig Hancock, Hamor, Marselles, A Lanfer, Brig American, Cotte, Norfolk, W G Hewes, Schr Elizabeth, Forsyth, Fenwick, Master, Schr Sir David Ogilby, Hoppenstall, Kingston, Master.

**ARRIVED.**  
Towboat Shark, L. C. Wood, from the Passes—towed down to the anchorage, ship Salem, Louisiana, and brig Criterion—brought fresh Peruvian, Two Sisters, Attakapas, and sch. *Yong* in sight SW Pass 27th, at 6 p m—nothing in sight—left the Baitz at noon on the 29th inst.—was standing down for W Pass. Passed a barque, lying at anchor 6 miles S.W. from the Light-house, firing signal guns, and signs at the main—toward Pilot, at the head of S W Pass, repeating.  
Sloop returning Florida, Leech, from the Passes—towed to sea ship Ohio and Engle—lighted the bar and bro't up barque Portland, from Portland, and schooner Numa, from Havana. The pilotboat Isabelle, reported

four sail off N. E. Part weather being foggy could not go out. On the 29th at 4 a. m. the Porpoise with her tow 3 miles below Fort Jackson—the Livingston with her tow at Fort Jackson—at 7 the Atlas with her tow below Grand Prairie.

No vessels in the river bound up.  
Barque Portland, Lowell, Portland, with mackerel, shad, fish, and potatoes to Calender & Debois; H Whittam; J Harrod; to order & master.  
Ship Morgiana, Feathers, from Liverpool, to Taylor, Grimshaw & Sloane; cargo to Currell, Kishaw & Co; N & J Dick & Co; J Ogden & Co; Lockhart & Arrott; Tayleur, Grimshaw & Hill & Henderson.

Ship Hanover, Barstow, from New-York, to Barstow & Adams; cargo, to J Levy; A Fink & Co; Tracy & Miller; A Martin; Barstow & Adams, B West; Smith, Hubbard & Co; Peters & Mills; Wm. Frost, jr. Thomson & G. Barstow; J Linton; J H Field & Co, W V Chastoyne; L H Gale; W H Ireland; M Walton.

Brig Delaware, Wilson, from Havana; to J W Zacharie & Co; cargo 1052 bags coffee, w/ter, gin, brandy, paper, sugar, flour, etc. etc. sundries.—Hepburn U. S. sloop-of-war *Natovez* arrived on the 12th, at Havana, from a cruise: officers and crew all in good health.

Brig Sundry, Hinds, from Liverpool, to Taylor, Grimshaw & Sloane—cargo of salt, sugar, & sundries. From New-York, to L H Gale; cargo to J L Brewster; White & Co; H Beach; Nichol; & Hill; W Tule; Jun; B Booth & Co; Turner & Woodruff; J Le Carpenter & Co; Bagley & Merritt; W H Ireland; Thomson & Grant; O A King; G W Hewes; W B Gausquet & Co. Passengers, J Carpenter, Brewster, Hovey, and Capt. Mevin.

Brig Attakapas, Ramadeil, from Havana, to J V Zacharie & Co; cargo, coffee and fruit, to Louis & Harris & Co; A Miller; J W Zacharie & Co; and sundries to J F. Field & Co.  
Brig Two Sisters, Bayara, from Havana, cargo fruit to F. To.

Schr Yberin, Martarel, from Havana, to S Caucull; cargo 157 bags coffee, and fruit to the consignee, and the master.  
Schr Numa, Del Harco, Havana, with marble, coffee, oranges, plantain, bananas, pineapples, cocoa, wine, cheese, raisins, olive oil, almonds, &c to Harrison, Brown & Co; F T S; S Caucull; and order.

Schr Tregon, Dade, Boston, with mackerel, merchandize, shoes, and nails to Bridge & Vog; Tracy & Miller; H Dodd; J Lodge.  
Schr Helen Gordon, Jones, from Turks-Island, with salt in bulk.  
Schr Spica, Nowland, from Apalachicola, with cotton.

Steamer Hudson, Gray, from Memphis, with 501 bales cotton to W M Bell; 60 J N Dick & Co; 27 Bremer & M Kenan; 28 J N Hagan & Co; 14 B F West; 78 do and 4 ps skins Cooper, passengers & co; 6 do and 7 bales cotton to W H Beadley & Co; 8 do and 20 W B Bell; 20 to order, 50 do 4 ps dark skins A Fink & Co; 1 box mdz Puch & Ben—27 cabin, and 22 deck passengers.

Steamer Beaver, Kimball, from Natchitoches with 10 bales cotton to Peyroux, Rivard & Co; 65 Maurin & O'Duhigg; 10(Toledano & Gaillard; 30 Plaughe & Courell; 104 J Linton; 45 P Smith & Co; 33 Hays & Durell; 19 A Fink & Co; and skins to owner on board—10 cabin and 2 deck passengers.

Steamer Johnson, Flanders, Florence, (Alab.) with 4 flats in tow—viz, 3011 bales cotton and 8 hhds tobacco to M White; Heger, Sloum & Co; Foster & Hatten, and others.  
Steamer Praxion, Shrodes, Bayou Sarah, with sugar, cotton and molasses to M White; Williams & Lee; J Hagan & Co; N Cox; and others.

**MEMORANDA.**  
Mr. Wm. Barrett, (nephew of the brig Edward, from Boston for this place, lost on the Bahama Banks) and three seamen arrived at Boston on the 27th inst., on board of the brig Triumph, from Charleston. The wreckers stripped them of nearly all they had.

*Ship Henry*, at New York, saw the wreck of a schr. Dec. 20, lat. 30 40, lon. 71 3, about 120 tons, foremast gone close to the deck, mainmast gone under the rigging, but little of the rigging or sails left; hatch open and full of water; no cables to be seen; Am. bell, almost new, end of stern carved and painted, a figure in the middle, dressed in a blue coat and yellow waist, as if a skeleton; on both sides different mercantile emblems; stern under water.

**CAIN**  
The citizens of New-Orleans are respectfully informed that the celebrated painting of **CAIN**, meditating the death of Abel (DAVID), will be exhibited for a short time to No. 3 Chartres street four doors from Canal street.

This splendid painting has been universally pronounced of the first order, and the magical talents of its author have never been more happily displayed; he has disdained all adventitious circumstances and accessories, and embodied the whole of his subject in the astonishing figure of a man, his wife and children.

Open every day, and brilliantly illuminated in the evening. Admission 50 cents, children half price, season tickets \$1,00.  
jan 31.

**NOTICE.**—As the advertisement of *Urain Gerard Carriere* relative to the note which he gave me in 1825, might be construed in a manner injurious to my reputation, I deem it my duty to state the transaction, as it happened. In the year 1825, I was engaged by Mr. Berthelot to settle his affairs, and for my trouble and services, he passed me a note of a Negro Wench. That wench, was a few days after taken away by a person whose name I do not remember. I went to Mr. Berthelot who told me he knew the person who had taken the wench, but that he had only from the person a verbal sale for her—Selling her I could not claim the girl, I told Mr. Berthelot that I would have no more to do with his business unless he paid me the price of the girl. He then offered me the note of *Urain Gerard Carriere*, which I accepted.  
R. ROUSSEAU.  
jan 31.

**Orleans Ball Room.**  
ON MONDAY NEXT JANUARY 31st.  
A GRAND DRESS BALL.  
PREPARED BY A BALL FOR CHILDREN.  
FOR the benefit of Mr. E. Berrus; the ball for children will commence at six and conclude at nine o'clock; the Grand Dress ball will commence immediately afterwards.

Nothing will be neglected to render this ball agreeable to persons who shall be pleased to honor it with their presence.  
Entrance for grown persons \$1  
For Children under 13 years old 50 cents.  
After the children's ball, servants will not be permitted to remain in the ball room, jan 27

**FOR SALE.**  
ON the most accommodating terms, that fine plantation known by the name of *LOUSOU Vus*, situated in the Parish of Plaquemine, on the right bank of the river, about 34 miles from the city. Said plantation is well prepared for the culture of the cane, and has all the necessary fixtures and apparatus for manufacturing sugar; has 211 acres front, 80 acres of cleared land, of which 64 acres is fallow ground. All the buildings are new. It will be sold with the plantation utensils, carts, 6 yoke of oxen, 6 horses &c. For further particulars apply to the undersigned.  
FORRESTER.  
jan 28.

**NEW-ORLEANS & MOBILE MAIL.**  
**STEAM-BOAT & STAGE LINE.**

**PASSENGERS** for the above line must be ready at Richardson's Hotel, Conti street or at the Basin by 4 o'clock P. M. Monday, Thursday and Saturday. Passengers for the above line will reach New-Orleans on Monday, Wednesday and Saturday by 3 P. M.  
jan 27

**FOR LOUISVILLE & CINCINNATI.**  
The new low pressure Steam-boat *CINCINNATI*, Captain T. F. M. commenced loading and will have despatch, for freight or passage having superior accommodations, apply on board or to  
jan 26  
STETSON & AVERY.

**FOR BOSTON** (a regular packet).  
The fine fast sailing brig *WILLIAM*, Collins master, having the greater part of her cargo ready to go on board, will have despatch, for freight or passage apply on board or to  
jan 20  
STETSON & AVERY.

**FREIGHT FOR BALTIMORE.**  
Wanted a small vessel to load about 2000 lbs sugar, at a plantation nine miles above the city apply cargo, apply to  
jan 28  
THEODORE NICOLET & Co.

**FOR SALE.**  
The fine schr. *NANCY*, of 18 months burthen at 50 tons, about 18 months old, stows 400 bbls, and is in readiness for a voyage; for further particulars apply to the master on board or to  
jan 27  
J. W. ZACHARIE & Co.

**FOR CHARLESTON.**  
The fine Brig *ALFRED*, Soale master, having considerable cargo engaged will have despatch, for freight or passage apply on board near the foot of Conti street, or to  
jan 25  
STETSON & AVERY.

**FOR MATAGORDA, TEXAS.**  
THE fine fast sailing schooner *NANTUCKET*, W. H. Living master, having part of her cargo engaged will have immediate despatch; for freight or passage, having excellent accommodations, apply to the captain on board opposite post 29, or to  
jan 21  
S. W. COLLINS, no. 60 Levee-st.

**FOR BOSTON.—J Packet.**  
THE fast sailing copper-fastened ship *HELEN MAR*, Captain Holmes is now ready to receive cargo and having part engaged, will have despatch. For freight or passage apply to the master on board, or to  
jan 17  
STETSON & AVERY, 27 camp street.

**FOR PORTSMOUTH, N. H.**  
THE copper-fastened brig *PROGRESS*, Bress, Howes master, stows 50 tons heavy freight for the above port. Apply to the master on board, or to  
jan 17  
STETSON & AVERY, camp street.

**FOR LIVERPOOL.**  
THE (A 1) ship *MOUNT VERNON*, J. A. Foster, requires about 400 bales, to complete her cargo, apply to  
jan 17  
W. G. HEWES, no 9 Camp-st

**FOR BOSTON.**  
THE (A 1) coppered ship *HELVEZIA*, Miner master, having returned to the city to complete her cargo, can take the bulk of 150 to 200 bales cotton, if applied for immediately.  
jan 15  
THEODORE NICOLET & Co.

**FOR BOSTON.**  
THE A. 1. ship *CABINET*, Toppan master, has part of her cargo engaged, and will meet with immediate despatch. Apply on board or to  
jan 13  
LINCOLN & GREEN.

**FOR CHARLESTON, (S. C.)**  
The fine fast sailing schooner *MARY*, capt. Weeks, wants some light freight to complete her loading, and will meet with despatch; for freight of which, or passage, having good accommodations, apply to the captain on board, or to  
jan 12  
J. W. ZACHARIE & Co.

**FOR BOSTON.**  
THE A. 1. brig *AGENORIA*, E. CHAFFIN master, will meet with immediate despatch. For freight apply to the master on board opposite Post No. 68, or to  
jan 12  
ALPHEUS GURNEY, 62 Gravier St.

**FOR HAVANA.**  
THE fine fast sailing schooner *GEN. GEDDES*, Hague, Master, having part of her cargo engaged and going on board, will sail in a few days. For balance of freight or passage, having good accommodations, apply to the capt on board, near the Ferry or to  
jan 11  
J W ZACHARIE & Co.

**EXCHANGE ON BOSTON for sale by**  
jan 27  
STETSON & AVERY.

**DRAFTS on Paris, for sale by**  
jan 18  
V. ROUMAGE.

**EXCHANGE ON BOSTON, at 5 to 60 days sight for sale by**  
jan 14  
STETSON & AVERY.

**50,000** Metce segars in boxes of 100 each, just received and for sale by  
jan 28  
B. REES, No. 10 Chartres street.

**57** HDS. SUGAR deliverable on a plantation 45 miles below the city by  
jan 27  
THEODORE NICOLET & Co.

**PRICE 168** whole & 28 half tierces prime, received per, Schr. *Caroline* from Charleston for sale by  
jan 27  
W. G. HEWES, No. 9 Camp st.

**30** Casks of 1st quality Sperm Oil, for sale by  
jan 27  
STETSON & AVERY, No. 27 Camp street.

**LINED OIL & PEPPER.**  
Barrels Lined oil; and 50 bags Sumatra Pepper, for sale by  
jan 27  
STETSON & AVERY.

**BALE ROPE.**  
Coils Kentucky Bale Rope, landing from Steam boat Hunters, and for sale by  
jan 27  
STETSON & AVERY.

**MAYORALTY OF NEW-ORLEANS.**  
The price of fresh Flour being this day \$6 00 per barrel, according to the tariff the Bakers must give during the ensuing week, (which commences on Monday) 47 ounces of bread for a bit.  
jan 28  
F. PRIEUR, Mayor.

**OX CART WHEELS.**—36 pair of Ox cart wheels, with axle-tree five inches on the turn, well adapted for the use of planters, for sale by  
jan 25  
FASCAL M. TOURNE, 15, new Levee

**EMPTY MOLASSES CASKS.**  
Empty molasses casks—coopered and ready for filling, for sale by  
jan 21  
ALPHEUS GURNEY, 62 Gravier street.