LATEST DATES.

New York	march 6	Liverpool	jan 16
Boston	march 6	London	jan 15
Philadelphia	march 7	Havre	jan 16
Washington	march 6	Paris	jan 15
Baltimore	march 7	Bordeaux	jan 7
Charleston	feb 28	Madrid	jan 5
Mexico	jan 14	Cadiz	dec 29
Tampico	feb 16	Havana	feb 24
Vera Cruz	feb 1	Houston	dec 24

COMMERCIAL.

DOMESTIC MARKETS.
(By Mail.)

NEW YORK, March 4.

41 shares United States Bank 104½
50 do do 104½

PRICES OF SPECIE.

	Offered.	Asked.
American Gold	102	102½
Sovereigns	4,90	5,00
Mexican Dollars	100	101½
Half Dollars	103	103½
5 Franc Pieces	96	97
Spanish Doubloons	17	
Patriot do		16

NEW YORK, March 5.

The Market for Cotton is very quiet and drooping in price. Some 3,000 bushels of foreign wheat have been sold at steady prices. There are no operations of importance going on. Money stocks are higher and lower, and a better feeling on money matters generally is the possession of the public. Stonington Rail Road is higher for the reason among others that an arrangement is understood to have been made for the payment of their debts.

MARINE NEWS.

PORT OF NEW-ORLEANS.

CLEARED.

Ship Celia, Blake, Liverpool, R Gamble
Brig Roger Sherman, Lowell, Havre, L H Gale
Brig Thomas, Powers, Havana, Wood & Simmons
Brig Lafayette, Ambrosch, Boston, S & J P Whitney
Brig Gazelle, Glover, New York, S & J P Whitney
Sch Louisiana, Mahomer, Galveston, W Bryan
Sch Patriot, Young, New York, G Bedford
Sch Trusta, Lawrence, Charleston, J B Bailey
Sch Willow, Hiatt, Mananzas, J Prats & Son

ARRIVED.

Steam boat Pilot, Clark, from the N E Pass, towed Ship Albatross and Chester; left on the 19th at 4 P M, brought up brigs Pandora, Northener and Hunter; reports on the offing a brig and a Spanish brigantine.

Brig Northener, Stevens, 10 days from Havana, to master.

Brig Pandora, Drake, 06 days from Boston, to master.

Brig Homer, Nabb, from Charleston Feb 26th, to master.

Steam packet Columbia, Wright, from Velasco 8th inst, to Jas Rob.

Schooner Hinds, Vail, from Bridgeport.

Steamboat Glasgow, Littleton, from St Louis.

Steamboat Paul Jones, Eshert, from Louisville.

Steamboat Colombia, Wise, from Manchester.

Steamboat Cougar, Wilson, from Tchula.

EXPORTS.

Partship Cuba — 1785 bales cotton.
Partship Roger Sherman — 1626 bales cotton.
Partship Thomas — 807 bbls flour, 77 do pork and 125 do do pork, 10 kegs lard, 15 casks bacon and 122 do hams.
Partship Lafayette — 294 bales cotton, 15 bbls molasses, 5 do sugar and 171 boxes shoes.
Partship Gazelle — 263 bales cotton, 30 bbls molasses and 1 do sugar.
Brig Louisiana — groceries and provisions.
Brig Patriot — 147 hhds sugar, 26 bales tobacco, and 1 do.
Sch Willow — 135 hhds sugar, 20 tcs and 10 bbls molasses.
Sch Trusta — 178 bbls flour, 200 kegs lard, &c.

IMPORTS.

Partship Northener — 548 bags coffee, 300 casks wine, 1 cask segars, 1 bale.
Partship Pandora — 1 do.

CONSIGNEES.

Partship Northener — M de Lizardi & co; M Lopez; J Vinnell & Co; R M Haines; Rogart & Hawthorn; Wolf & Hanck; Lambert & Lapeyre & co; J M Guitero; J Hernandez, and order.
Partship Pandora — J H Field; J Cockayne; Layet & Amelung; Gaslay; Blossman; Lawrence & Lafitte; K E Lane; A Gonzales; E Ford; J Minturn; Talbot, Byrne, Duffield & co; T H Mayo; J Patten; W Foss; Chase & Libby; S M Weld; Mason; and order.
Steamboat Glasgow — 295 bales cotton, to Merritt.
Steamboat Paul Jones — 21 hhds sugar; 217 do & 3 tierces do do; 32 do Molasses; Kewing, King & co; 40 Brander, Kenna & co; 37 do Sugar; Gaslay & Turpin; W M & P Foss; 25 Buckner, Stanton & co; 13 Taylor, Fardin & co; 15 do Molasses Collins & co; 5 W M Beall; 57 do do; 4 do do.
Steamboat Columbia — 341 bales cotton, to Lyons, Harries & co; 214 W M Beall; 204 Minturn & co; 150 Robt McNair; 113 Bunch, Farnidge & co; 7 Buckner; 5 Jones & co; 46 Carathers & Harrison; 1 Harrison & co; 41 Nugent & Turpin; 38 Armor, A Walker; 55 Freyrous, Arcenil & co; 19 James & Jackson; 9 A D Gindrat; 8 Martin & Pessoun; 8 J C Gray; 4 Merritt; Jennings & co; 3 C Glover; 50 kegs sundries on board.
Steamboat Paul Jones — 267 bbls flour, Johnson & co; 100 do J Ashburn; 167 kegs lard, 2 do do flour, Yorke & Bros; 16 beef cattle, J Ashbrook; 2 J Howard.
Steamboat Glasgow — 6 boxes beef, to S Page; 1 do do, Gayley, Blossman & co; 1 box do, to R Gray; 43 kegs butter, 6 bbls beans, 2 boxes mdse, Commission R H McDowell; 414 sacks corn, Capt; 4 hhds tobacco, order; 417 sacks corn, packs Kenna, M Wolard; 1 lot bales, S Hacker; 5 bales Lee & Hardy; 14 do B & J B Dick; 10 do Hanson Henderson & Adams; 18 H & Hackelbody Duncan, T C Gay; 194 bbls pork, to Bogert & Morris, and order to order.
Steamboat Hinds — 605 bales cotton, to Lyons, Harries & co; 156 do Nugent & Turpin; 37 Franklin, Jones & co; 50 Wm M Beall; to A H Wallace & co; Brander, McKenna & Wright.

PASSENGERS.

Partship Northener — 250 Indians and soldiers.
Partship Pandora — Hingston, Hacket, Lincoln, C Gay, Hinson, Villeneuve, Moore, Halbert, Hilard, Doane, Holway and Lawson.
Steamboat Paul Jones — Gen Saunders, Prescott, Dunn, Griffin, Thomas, Jackson, Reynolds, Cooper, Hobart and Johnson.
Steamboat Glasgow — Campell, Farron, King, G Sherrer, Walker, Tyree, Dowlin and Gonzales.
Steamboat Hinds — Youell and lamdin, Flowers, Ward and Wright.
Steamboat Columbia — Booth, Weld, Ewing, Smith, Cranberly, Watt, Beasely, Vancour, Sawyer, Waters Greenleef, Johnston, Tillier, Hodgins, Hilliga, Gaines, Van Wyck, Vanhorp, and Slaughter.

MEMORANDA.

The steam packet Columbia left S W Bar on the 1 P M 12 o'clock, reports one ship in the offing and 2 brigs in the bend up.

Cleared at New York for this port, 6th March, ship Wm. Jackson.

Cleared at New York, 6th, sch Kanduskeag, Thompson, for this port.

Left at Cincinnati for this port, March 8th, steamer Ben Franklin; do Wayne, to start on the 10th; do Liberty, Bricks Buckeye, on the 9th; Rienzi, 8th; Independence, 8th.

Louisville for this port, steamer Ambassador to start 11th inst.

Brig Hercules of Halifax, Capt Hill, from Halifax, Baltimore, via Demerara and Turks Island, in a cargo of salt, went ashore on Cape Henry during the night (date not recollected.) The vessel completely went to pieces, and the following persons came on shore — Capt Hill, (master and his daughter) Hill; John Johnson, 1st mate; Wm Barnes, 2d do; John Lord, 3d mate; Jas Brown, steward; J W Jones, cook, (black); Thomas Harvey; Thomas Wordsworth; Henry Lord; John Parrat, (cabin boy); others of the crew, whose names our informant did not recollect. There were 24 persons altogether, on board, 8 of whom were saved; their names John Brown, John O'Connell, and Francis Smith; the rest all belonged to Halifax. Those saved were sold by a Norfolk pilot boat.

Passage Boat.
UNITED STATES MAIL.
FOR BATON ROUGE.
The splendid steamboat BRILLIANT, Hart master, will leave the above port every Wednesday and Sunday, at 12 o'clock M., returning will leave Baton Rouge every Tuesday and Monday, at 4 o'clock P.M. Passengers will find this boat leaving promptly at the hours advertised. For freight or passage apply on board.
march 14 87 JESSE HART.
N. B. Debts contracted by the crew will not be paid unless countersigned with the captains order.

For Louisville and Cincinnati.
The fine passenger steamboat EMPRESS, Robt. McConnell master, will leave for the above and intermediate ports on Saturday next 11th instant, at 10 o'clock, A. M. For freight or passage apply on board, or to
PIERCE SHANNON & BROTHER.
march 14 57 Magazine st.

Regular Steam Packet between New Orleans and Mobile, touching at the different Watering places.
The Steam-boat Isabella, C Walker, master, will commence her regular trips on the 1st of May next, and will run regularly during the summer twice a week, leaving the Bay St. Louis, pass Christiana, Point Clear, East Pascagoula, going round the island, and regulate her trip so as to land passengers at the different places in daylight; the boat is fitted up, and superior finish of the cabins, to the other well her experienced commander, and the exertions that will be made to accommodate the public, it is hoped will insure her her share of public patronage.
WALKER KNIGHT & CO.,
36 New Levee.
The Isabella will carry passengers for Boston for 1st May, and land them at a small boat which will be kept for that purpose at the bar.
W. K. & CO., 36 New Levee.

FOR PORTSMOUTH, N. H.
The fine fast sailing schooner Wanderer, Capt. Wesson, will have immediate despatch, the above port, and can carry 50 bales cotton on her first trip, out of wines or passage having good accommodations, apply to
march 14 KIDDER & HEAD, 24 Poydras st.

FOR PHILADELPHIA — Passage only.
Have a Lay to mid 16th inst.
The superior packet barque Ella Hand, Capt. John E. Mathieu, will sail on Wednesday next, can handsomely accommodate 10 to 12 passengers. Apply on board opposite Hospital or to
JAMES D DENEGRE,
16 Commed st.
The Ella Hand can take 10 to 15 tons freight supplied immediately.
march 14.

FOR FREIGHT OR CHARTER.
The superior and fast sailing brig FOREST, Flowers master, will be ready to receive freight in a few days. For terms, apply to
J. A. BARELLI & CO.
march 14 61 Common st.

FASHIONABLE HATS — EVANS & CO. No 10 Chartres st, have just received, per ship Lexington, an assortment of gentlemen's superfine Beaver, Russia and Silk HATS, of the latest York fashions, and warranted to be of the best quality.
march 1

FOR SALE, by R A Lefebre, No 10 Toulouse st, very recent importations and direct from Paris, very syrup raspberry and strawberry, fine brandy, do raspberry do, 50 bottles cologne, 100 bottles rose water.
march 5

OLD CHAMPAIGN BRANDY — Landing ex brig Neptune, direct from Bordeaux, for sale by
H & W ANDERSON,
march 5 84 Tchoupitoulas st.

TICKEN DRILL — 500 pieces Dundee linen Drill, of various qualities and colors, well suited for the trade, landing from ship Rosbendale, for sale by
H & W ANDERSON,
march 5 84 Tchoupitoulas st.

CHAMPAIGNE WINE — 800 baskets, for sale by
TOBERT H. WHITE,
march 13 34 Gravier st.

THE BEE.

PRINTED AND PUBLISHED BY J. BAYON,
PRINTER FOR THE STATE, GENERAL COURT, AND THE CITY.

FIRST AND THIRD MUNICIPALITIES.

NEW ORLEANS:
WEDNESDAY MORNING, MARCH 14, 1838.

FOR GOVERNOR,
A. B. ROMAN.

Extract from the Journal of the Senate of the 5th Feb 1835.

Resolved, That the Senate of the State of Louisiana do approve of the general course of the administration of the late executive, A. B. Roman; and that he carries with him in his retirement from office the grateful remembrance of the members of this house.

Resolved, That the President of the Senate be requested to send a copy of this resolution to Mr. Roman.

Extract from the Journal of the House, of the 3d Feb. 1835.

Resolved by the House of Representatives of the state of Louisiana, that the administration of government of the state, by the late governor, A. B. Roman, has been marked by wisdom, firmness, and a judicious and unreserved zeal for the public service; that in the execution of the laws, he has exhibited a delay, and in the numerous and important appointments it has fallen to his lot to make, he has manifested impartiality, and a single regard to the true interests of the state; and that he retires with the full and entire approbation of this House for his official conduct, and with their personal esteem and regard.

Resolved, That the Speaker of this House transmit to the late Governor Roman a copy of these resolutions.

Representative, 1st District, to Congress,
JOHN SLIDELL.

RECORDER OF THE FIRST MUNICIPALITY:
PAUL BERTUS.

RECORDER OF THE THIRD MUNICIPALITY:
J. B. BERTRAND.

☞ Mr CHARLES GENOIS, will be supported at the next election of Mayor of the city of New Orleans, by a large number of voters of the three Municipalities. m 2

Communicated.

L. U. GAIENNIE, will be supported at the next election for the office of MAYOR, by the independent voters of the three Municipalities.

Mr Editor — Have the kindness to announce, in the name of a large number of citizens, land holders of the third municipality, that they will sustain Col CHS. COVELLIER, as Recorder for the said Municipality.

☞ We are authorised to state that Mr EDMUND MONTGUT is no longer a candidate for the office of Mayor.

The Editor of the Bee was not present in the House of Representatives on Monday, when Mr Sparks indulged in a bitter strain of invective against the English side of this journal, but he is informed upon unquestionable authority, that the member from Assumption asserted that the columns of the Bee were too poor to nothing but filth, and that he edified the assembly for a considerable period with sweeping denunciations of our paper, its political opinions and the tone assumed in their expression. — That Mr Sparks should find cause for censure in a journal, which while it enjoys the good fortune to be the State Gazette, is unhappy enough to advocate principles directly at variance with those entertained by the honorable gentleman, is perfectly natural, but that he should publicly single out the English portion of the Bee as an object of vituperation and abuse, is a some what lamentable evidence of the littleness of his intellect. Nor can we say that we are deeply alarmed at having incurred the outrageous anger of the gentleman, and at having been made the public target for the arrows of his wrath. It may be asked, why Mr Sparks, of all others, should have exhibited so much acrimony upon the subject — we are not aware of having ever honored the member by a personal notice — we are certain that he never received an editorial paragraph from our pen. Perhaps, however, in this neglect lies the secret of his rage — he is stung at beholding his name and eloquence alike subjected to ignoble silence. Stronger motives, nevertheless, may exist for this sudden display of temper on the part of the member from Assumption. He may be personally hostile to the Bee, on account of having received a refusal from the proprietor of this journal to support him as the Candidate for Congress, which he proffered his aid in carrying unreservedly into effect all the wishes of the Bee, *provided* that this paper would advocate his claims to election as a member of Congress. We assert this on the authority of the proprietor of the Bee. Let Mr Sparks deny it if he can.

The idea of fastening the reproach upon the Bee of being a vehicle for filth, is after all, a most preposterous and ridiculous one. Nojournals have been more conspicuous and indefatigable than the opposition, in denouncing the *majority* of the members of both houses as Locofocos, Agrarians, unpatriotic, stupid and the like, and we think that they merit infinitely more to be submitted to the lash of the Legislature than the Bee, which in condemning the Legislature of the Bank billionly echoed the sentiments of the great or number of the members.

Mr Sparks wished to be understood as not alluding to the French side of the Bee. We have the authority of the French Editor in declaring that though the articles on the different sides of our paper are not always translations, they are substantially the same, and are generally written from ideas mutually furnished by the editor of the other Editor, and invariably agree in spirit if not in language. Perhaps, however, Mr. Sparks does not understand French.

In the attack levelled at the English side of the journal we presume Mr Sparks alluded to us wholly in our public capacity — personally we know him not, and we are very certain that he is equally a stranger to us. But we think he can assure him in common with the entire party to which he is attached, that this effort to muzzle the press by public anathemas, will prove as unavailing as the attempt to injure it by inducing subscribers to withdraw their patronage. We have too noble a mission to fulfil, to suffer ourselves to be deterred from our course by the threats of the opposition, or the censure of their leaders, and while the Democratic party constitutes a component part of the population of Louisiana, we shall not cease to sustain its principles.

Report of the Committee of investigation on the Gas Light bank.

We present our readers to day with the able report of Mr Felix Garcia, chairman of the Investigating committee on the gas light bank, in relation to the enormous abuses which have characterized the administration of the Gas Light Bank. This report is so full, so lucid, so complete an exposition of the evils of the Banking System in general, and of the flagitious manner in which it has been conducted in New Orleans in particular, that we might well give the statement to the public without one word of comment — we will however only remark, lest that by this conclusions drawn from the information received by the committee, it appears that the loans made to the directors alone of the Gas Light and Banking Company *exceed the capital paid in*. What a commentary upon the assertions of the apologists for these institutions who have so frequently declared that the Banks of New Orleans were administered upon equitable principles, that few or trifling favors had been accorded to certain individuals and that the suspension of specie payments had its origin in circumstances entirely beyond their control. 2d. That the amount due by the twelve directors of the Gas Light Bank on the 23d December 1837, was $1,406,744 29 cents, of which prodigious sum, one house alone was indebted on December 23d, $682,540 70 cents, and as endorsers $74,923 67 cents. The investigation of the committee likewise proved that nearly the total amount of the debts due by Messrs Hermian, Briggs & Co, Thomas Barrett & Co, Hodge, Oxnard & Co and Andrew Hodge, Jr. (the three first named firms, are indebted in the largest amounts) were made up of the class of bills which are founded on no real transactions, but are drawn on a distant place, for the purpose of raising money, and to which the appellation of *bills or Kite Horses*, has been lately affixed.

Let the Bank party, after the praise of the equal distribution of favors, the non-existence of monopoly and the general benefit of the Banking institutions.— The public will know how fairly to give them credit. The Gas Light Bank is but a type of the others. *Etiam deus omnes.*

Great Western Steam Ship.

The experiment has long been in contemplation to establish a line of steam ships between Europe and America, and the feasibility of the design is about to be tested by the departure of an immense vessel to be propelled by steam, from Bristol to New York. The Great Western, as she is called, is now in the Thames receiving her engines. She will be ready for sea in March and will leave for America early in April. The scheme of navigating the broad Atlantic, by the agency of steam is considered perfectly practicable, and we do not doubt its entire success.

Destructive Fire.

A most disastrous fire occurred in Cincinnati on the 5th inst. It broke out about half past three o'clock in the smoking apartment of Messrs Schooley & Reeder's pork warehouse. The twelve possible stock with its contents was consumed, and the flames communicated to the adjoining warehouse of Miller & Lee, and Hartshorn & Childs. The loss sustained by Messrs Schooley & Reeder, in bacon, lard and pork alone, is estimated at from $75,000 to $100,000. The warehouse of Messrs Hartshorn & Childs, was so far saved when the paper, from which we extract this information, went to press.

Steamboat Accidents.

The steamboat Paul Jones from Louisville, reports having met the Liverpool at Montgomery point and towed her ashore. The Liverpool had collapsed a flue, and scalded 14 persons. Three of the boilers were jumped overboard and were disposed. The Liverpool reports that steamboat Burgundy sunk and sank in Frog Bayou — hoist and snagg, a total loss.

The steamboat Dan. O'Connell hence for Memphis, struck a snag a few miles below Pelaccos. On the evening of the 11th instant, she was filling fast with water when she was run on a sand bank. The boat and cargo will be lost.

The Ohio river below Louisville is clear of ice and in good boating order.

STATE OF LOUISIANA.

Thursday, February 22d, 1838.

SENATE.

The House informed the Senate of the passage of the following bills, viz: To incorporate the Mechanics Bank of Baton Rouge, Wm. Brown, Jr. President, and Jas. Wilson, Cashier. To incorporate the Bank of Louisiana, Wm. Brown,