TERMS OF THE BEE.

The control of the co

piece, was played in New week, by Maz Maret-

ADDITIONAL BY THE EUROPA.

The Europa's mails, transmitted by express from Boston, were 24 hours on the route to New York, having heen detained by sleet on the railroad, and foggy weather in the Sound.

SUCTHAMPTON, Nov. 20.—The Ocean Steam Navigation Company's ship Hermann, Captain E. Crabitee, took her departure this adternoon at 2 o'clock, for New York, with the U. S. contract mail, from Germany, France and Great Britain. She has about 30 passengers, asmong whom are Mr. Donelson, (ex. Minister of the United States to Berlin) family and suite. Herr Scothburg, astronomer from Berlin, who has been appointed to the Observatory at Washington. The Hermann has on freight about 300 tons measurement of German goods, shipped at Bremen, and 250 tons British and French merchandiss, received on board at this port.

The estimated value of the whole cargo approaches £150,000 areling, and yields to the ship a freight of \$15,000 to \$16,000, exclosive of passage money or the mail contract.

HUNGARIAN ENGRATION TO THE URITED STATES—The United States mail steamer Hermann, Captain E. Crabitee, arrived at South ampton on Sonday, the '5th, from Bremen, entruit to New York, The Hermann has daboat 30 passengers from Bermen to Ney York, among whom are some Hungarian erefebrities. One of them is Laddslas Ujhazy, ex-civil governor of the fortrew of Connorn, who proceeds to the United States, intending to form a Hungarian colony. ADDITIONAL BY THE EUROPA.

ing near the coast or in the beye of that cm.

During the time foreign vessels are on the coast of Janon, or near, as well as in the bay of Nagaseki, it is expected and likewise ordered that every one of the ship's company will behave properly toward and account curify the Janonese government officers, and all the Japanese coastects in general. No one may leave the vessel or use her house for craising or landing on the islands, or on the main coast; and ought to remain on beard until further advice from the Japanese government has been received.

It is likewise forbidders to fine guns, or use their fire arms on board the vessel as well as in disagreeable sonsequences might result the dispession should not be strictly ob-

niniscences of Wm. H. Attree and the Penny Press.

Mr. Attree was not perhaps the originator of the Penny Press, but he most asseredly was the first literary man of any mind or energy that ever contributed to its columns, and threeby gave to that experiment dignity and obstracter; and what is more perhaps in this work—a day world, to lay the feadation of those feareness which the sordid namaculis who claim to each the independent press, now wallow in, to the amazement of the gaping world. Attree ought to have undertaken the task of writing its rise and progress, and if he had we might have been saved the duty of giving this episade in he history.

Some time in the assets was of the pisade in he

etrated as iar as the wreck of the Fury, where he found the old test standing, and everything setzeautest Arms of about it in a state of the best preservation. At this point, Sir James deposited a large quantity of provisions, and also the screw-launch of the general ailtray. The march of Sir James across the bounders regions of ice is troly asted as a most it with a suitered of the standard conductives regions of ice is troly asted as a most of the obounders regions of ice is troly asted as a most of the obounders regions of ice is troly asted as a most of the obounders regions of ice is troly asted as a most of the following year, the arrival of the obounders regions of ice is troly asted as a most of the following year, the arrival of the obounders regions of ice is troly asted as a most of the following year, the arrival of the obounders regions of ice is troly asted as a most of the following year, the arrival of the obounders regions of ice is troly asted as a most of the following year, the arrivals had not attempted. Attree we have on with a will, as the paster spots that it was in no way success of the following year, the arrivals had not attempted. Attree we have on with a will, as the paster spots that it was in no way success of the following year, the arrivals had not attempted. Attree we have on with with a will, as the paster spots that it was in no way success of the following year, the arrivals had not attempted. Attree we have on with the miles as most present published a weekly—a bounders regions of ice is troly asted as a most present and the paster spots that it was in no way success of the following year, the arrivals had not attempted. Attree we have the treatment of the following year, the arrivals had not attempted. Attree we have the wind the substitution of the following year, the arrivals had not attempted. Attree we have the wind the substitution of the following year, the arrivals had not attempted. Attree we have the wind the tire following year, the arrivals had not attempted. At

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NICARAGUA.— The news from Nicaragua should be received, we asspect, with several grains of allowance. That British ships have committed some acts of violence there is very probable; but as the language of Mr. Chatfield who doubtless directed these movements, has been generally disapproved in Engiand, so it is as the property of the

Exported inst week. 22.533

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Exported previously. 165,084

Exported in our report of Friday last tion market had a survey friday last the present week. The low residues values which gonds and years hear to the cost of Confrigious of gonds and years hear to the cost of Confrigious of the finar ranheal has the consecutive friday last tion market had gond to the cost of Confrigious of the finar ranheal than the low consecutive friday last tion market had gond to the cost of Confrigious of the finar ranheal than the low configuration of the final present week.

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FREIGHTS—A further advance has baken pages in Freights aince our last, and shipmanders are very first. The engagements that have taken place comprise two firstsh a secula for Liverpool, at 1.3. Ped. a. Breasen hast for Ginagon, at 12.3rd, derables for Liverpool, at 1.3. Heavy for the proportion of the for Cotton, and too for Cotton. Constance freights have also injured Cot for to Buston, Act; Fort, 60c.; Sagar, 83 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 83 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 83 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 83 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 83 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 83 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 83 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Buston, Act; Fort, 60c.; Sagar, 63 Marg 3.39 (Frinniss and Extra for the Cotton to Bus

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SUNDRIES:

A TORDAY of Banko dreads.

A valeable for of Real Earte, improved and va cant in the Second Buncapelity and Laftyette.

E. Full information can be obtained it the office of the auctioneer, No. 10 Banko Brende Passage.

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DUTTER and CWEERE.—39 M bile choice Roll

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Muter: Ma type Western Butter; 300 boams Western Cheese; fire can by SECOMB & VOORHIBE.

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AED OIL—100 tolts Ref. I winter surfaced Corrections of the Technophicombon at Interpretation of the Technophicombon of the Technop maston stone Lime, now landing and for sale [dM] BLOW & FORTIER, 91 Magazine AVANA CIGAES LIM Her all protos and de-actipations, in store for sale by 419 JN RIGULPT & Co., 17 Common M. COLCE MANIME WINES - Morey and Amon Mileton Manime Wines - Morey and Amon

PUBLIC NOTICES.

Office of the General sinking Fund.

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Removal, - LABORDE & Xiul ES have removed to No. 3 Front street, between Casal and Crossman street, esponette the streamboat banding, in Municipality.

Fronch: Communitie:

THE Chancery of the French Communitie has provisionally been removed to the surper of St. THE Chancery of the French Committee has pro-trained in heart of fit. Landsmitte hose premised to the entries of fit. Amen and fit. Claude streets. Eff. Entrance by fit. Dande street.

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MAGNE & WELSEE, Proprieture NO. 83 CHARTEES STREET.

AMUSEMENTS. and Signer Vegra... To conclude with the highly languable Parce of GOING TO THE RACES.

MISSISSIPPI RIVER, Indian Life.

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ARMONY HALL—Camp street.

Armony HALL—camp street.

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DOOR popen aft?—Pasorams to commence moving atts, precisely.

A A PARKER, threeter.

GLOME BALL MODE.

Corner of St. Counte and St. Peter sts., abroast of the Cold Basis.

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The propriete would most respectibility inform the frunds and the public, that the above spice and an emphasized establishments having hame sent to all the cold and the control of APT UBLY. The With them, with a sense, on APT UBLY the With them, with a sense.

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Also, a lot of small planting Castoni, Sachatotin, Sc.

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