TRADE AND COMMERCE.

EXPORTS.

Liverpool—Per ship Virginia—2166 bales cotton.
Do—Per brig Mary—1176 bales cotton.
Glasgow—Per ship City—1397 bales cotton.
Stockholm—Per brig Adger—120 bbls tobacco, 12 tons hog wood, 50 bales cotton.
Marseilles—Per ship Augusta—1,48 bales cotton.
Havana—Per brig Cuba—800 bbls flour, 96 bbls 8d8 hogsheads, 15 cubs bacon.
St Jago de Cuba—Per schr Comet—194 bbls pork, 1 cask hams, 80 bxs pork, 56 cks rice, 26 bbls 8d8 hogsheads 10 kettles, 200 kegs lard.
Boston—Per ship Medora—834 bales cotton, 36 bags do hemp, 68 bales wool, 3 do feathers, 90 hides.
Do—Per barque Strabo—73 tons tallow, 1187 bales cotton, 164 reels leather, 7 hogs lard, 948 hides, 44 deer skins, &c.
Prudhoe, (Lab)—Per brig Energy—100 sks corn, 50 bbls pork.
Baltimore—Per brig Architect—30 tons molasses, 800 pgs lead, 50 bales tobacco, 100 bdls hides, 79 bales cotton, 50 bbls pork, 8c bbls sugar, 41 pchs rum.
Matanzas—Per schr Maria—Asst mdse.
Columbia—Per schr Wm Bryan—Asst mdse.
Mobile—Per schr Lion—60 bbls pork, 300 do flour, 35 cks bacon, &c.
Do—Per schr Rebecca—27 casks bacon.

IMPORTS

Hal', (Eng.)—Per ship Clarissa Andrews—4 bales thread —to F de Lizardi & co.
Boston—Per barque Galileo—Ice—to J Tarbox.
Do—Per ship Tuscany—Asst mdse.
Messina—Per brig Leander—1690 boxes oranges, 1300 do lemons, lots other fruit, and 65 tons salt—to A Gerow.
Do—Per brig Delta—3000 box oranges, 300 do lemons—to order.
Liverpool—Per ship Pactolus—Bricks, slates, mdse, &c.
Do—Per ship Chevalier—300 sks salt—to order.
Do—Per ship Ellen Brooks—600 m slates, 325 m bricks, lots hardware &c.
Do—Per ship Hope—Asst mdse.
Do—Per ship Commerce—Salt—to order.
Havre—Per ship Perpetua—100 m 8 sephaltum and lot mdse.
Do—Per ship Asterlitz—Asst mdse.
New York—Per ship Orleans—Asst mdse.
Havana—Per brig Madonna—Fruit, &c.
Baltimore—Per brig Rosalind—Mdse.
Pensacola—Per schr Gladiator—Lumber—to master.

RECEIPTS FROM THE INTÉRIOR.

Per steamboat St Louis from Alton and St Louis—70 cks bacon, 80 bbls pork, W Sigerson; 144 do, 15 casks bacon, J Buall; 83 do Mahard & bro, 17 bbls beef Bouett & Hawthorn; 3002 pcs 21 bbls skins, 34 kegs lard, 80 Baltimore; 1000 pigs lead over on board, 4477 do, 80 bbls pork, for Boston; 50 kegs ch (Cockins & Walton); 51 bales cotton J Dunavy; 50 P Price, Johnston & co; 111 W McIlvey; to Johnson & Sprouls; 15 P A Hardy; 138 M D Cooper & co; mdse to sundries.

Per steamboat Colorado from Lafourche—14 hhds sugar H Brown; S L H Prudhomme; 60 do, 30 bbls molasses, Bouslier & Hume & co; 60 do, 50 hhds sugar, W Bogert & co; 40 do, 16 bbls molasses, Lambeth & Thompson; 16 hhds sugar G W Squires; 8 bales cotton P J Pary; 50 A Miverdi; 20 Brown & Landry; 36 bbls molasses, &c, to order; 13 hhds sugar Dyprous, Arcouil & co.

Per steamboat Zephyr from St Martinsville—62 bales cotton C Trosclair; 10 Follain, Belloc & Gregory; 5 P Pary; 55 Adams & Whitall; 6 Lauve & bro; 23 bbls molasses, 1 do sugar, order.

Per steamboat Tecche from Baton Rouge—30 bls cotton L Lacarpentier; 20 M Caruthers; 31 J Lallande; 21 A Leduc & co; 7 Lauve & bro; 5 Brander, Williams & co; 5 Flower & Finley; 3 G M Lee; 4 Rieker & co; 4 do, 5 bales cotton seed, Lambeth & Thompson; 27 hhds sugar to order.

Per steamboat Queen of the West from Cincinnati—684 bbls flour, 160 do whiskey, 134 do pork, 104 kegs lard, 10 hhds tobacco, Ogden & Boughgate; 118 bbls pork, 50 do whiskey, Mahard & bro; 60 do J Bailey; 200 do flour W G Bakewell; 20 J Kegs lard W Sigerson; 340 do Adams & Hartwell; 20 hhds tobacco Tate & Hopkins; sundries to sundries.

Per steamboat Princess from Natchez—944 bales cotton Buchner, Stanton & co; 333 Franklin & Henderson; 144 Bayley, Beck & co; 84 Ranggold & Fairfax; 39 Washington, Jackson & co; 14 Duncan, McAllister & co.

Per steamboat Persian from Port Hudson—163 bales cotton Shelby & Burger; 60 bbls molasses, A Leake & co; 55 bales cotton R Brugier; 60 Burr, Watt & co; 32 Hewes & Finley; 43 M White & co; 23 Taylor, Gardiner & co; 19 Curtis & Waite; 16 Lambeth & Thompson; 8 do molasses, Henderson; 18 Reynolds, Byrne & co; 17 Barrett & Lepers; 12 G M Lee; 8 Dubo & Richardson; 27 J B Planche & co; 18 H Bayley & Bull; 31 J Bonner & co; 42 Brander, Williams & co; 15 K Dunbar; 21 W Woodward; 8 H H Furniss; 20 Decnir & co; 6 J Armor; 10 Anley & co; 2 M D Cooper & co; 11 Follain, Belloc & co; 95 bbls molasses Braud & Landry; 23 hhds sugar Stewart.

Per steamboat Great Western—111 bbls pork M Thomas; 240 do Ward, Moffett & co; 135 Adams & Hartwell; 100 do S Allison; 200 order; 9-3 do, 800 kegs lard, 50 half bbls beef, Bogler & Roberts; 100 bbls whiskey R Ray; 41 hhds tobacco Kelly & Cavanaugh; 1 keg of shot Lamb; 1 do Sturgeon & Reid; 200 bbls flour D L Adams; 200 pcs bg, ging; 500 coils rope, Lambeth & Thompson; 12 hhds tobacco A T Adams & co; 98 Brown & Landry; 5 B Strong; 1 B Strong; 1 B Crosshaw; 6 do, 33 bls cotton, Yeatman & co; 10 do, 23 hhds tobacco, Hills & Sinnott; 3 do, 5 bls cotton, Price, Johnston & co; 10 do N J Duck & son; 6 do, 9 hhds tobacco, Brander, Williams & co; 4 do, 72 bls cotton, M D Cooper & co; 1 do, 1 hhd tobacco, Moore & Bennett; 25 bales cotton Lockhart, Morris & Dunnigan; 5 do Armer, Lake & Walker; 1 A H Browne; 1 S & N Boyd; 1 J Dockery; 11 Maddux, Pollard & co; 8 Heath & co; 4 Oakley & co; 3 M Pleasants & co; 3 P A Hardy & co; 10 m in lumber Mr Clarke.

CONSIGNERS.

Per ship Pactolus—A & J Dennistoun, Classen & Vles; F de Lizardi & co; H & W Anderson; L Dassac; Barber & Bros; Chatigniier; G W Welles; E Harding; C Cruzat; Hills & Relf; and 4 order.

Per ship Prepontis—W Boult; Bahn; Pérrott; Albert; C Koch; Albain, Fernand; Labadie & Jacquelin; Honold & Maspero; Hennen & co.

Per ship Ellen Brooks—H & W Anderson; F de Lizardi & co; P Prehn; and order.

Per ship Chevalier—Kennedy, Durel & co; A & J Dennistoun & co; M Levy & bro; Classen & Vles; P Maxwell; R Gamble; P Morris; J Perret; R B North; R D Blossman, Schmidt & co; order and master.

Per ship Asterlitz—Toole & Barriere; L Le Carpentier; F Perrott; Baumabel; P Coulier; J Guillaud.

MARINE INTELLIGENCE.

PORT OF NEW-ORLEANS.

CLEARED.

Ship Medora, Bray, for Boston. R H Dixey.
Ship Virginia, Eaton, for Liverpool. B & J F Whitney.
Ship Augusta, Boyer, for Marseilles. J. F. Bonnet.
Ship Clyde, Theobald, for Glasgow. A & J.
Barque Strabo, Shoof, for Boston. S. & J. F. Dennistoun & co.
Brig Cuba, Latham, for Havana. J Roberts & co
Brig Energy, Sawyer, for Franklin, (L.) master.
Brig Architect, Gray, for Baltimore. G. Rufford & Bock.
Brig Mary, (Br.) Redpath, for Liverpool. Barber, Brothers & co.
Brig Adgar, Bis, for Stettinheim. A. Lanfear
Schooner Wm. Bryan, Moss, for Brazoria, (Tex.) Bryan, Austin & co
Sch. ooner Lion, Cliff, for Mobile. A. Parrish.
Schooner Comiste, (Sp.) Reiger, for St Jago de Cuba. A. Castelle.
Schooner Maria, Tucker, for Linaville and Matagorda. Bryan, Austin & co.
Schooner Rebecca Ann, Parman, for Mobile. master.

ARRIVED.

Tow boat Mohican, Heaton, from the Passes—towed to ships Gallieo, brigs Leander and Cumberland.
Tow boat Hadnes, Soules, from the Passes—towed to ships Paris, Wm Hodges, and Ann Caroline; brought up ships Tagliani, Pactolus, Propentis and brig Delta.
Tow boat Pilot, Martin, from the Passes, towed to ship Copenhagen, Dania and Cadiz; brought up ships Orleans, Chevalier, Bombay, and brig Madrona.
Tow boat Swan, Lambert, from the Passes, with ships Ellen Brooks, Gravile and Harry.
Tow boat Claiborne, Davis, from the Passes—towed to ship Charles Tyler, Trenton and barque Isa—brought up ships Hope, Commerce and Maria Estella.
Tow boat Lion, Riddle, from the Passes, with ships Australia and Grenada.
Ship Bombay, Gay, from Havre, Feb 1st—ballast—to S & J Whitney.
Ship Ellen Brooks, Howes, from Liverpool, Feb 2d—to H & W Anderson.
Ship Graville, (Fr) Laplume, from Havre via Guadaloupe ballast—to master.
Ship Havre, McKown, from Havre, Feb 1st—to master.
Ship Hope, Collins, from Liverpool, Feb 1st—to H C Campbell & co.
Ship Commerce, (Br) Jones, from Liverpool, Jan 20th—to master.
Ship Asterlitz, Brown, from Havre, Jan 20th—to F Perrott.
Ship Garonne, Bagery, from Havre, Jan 20th—to P N Wilkinson
Ship Clarissa Andrews, Colby, from Hull, (Eng.)—to master.
Ship Tuglioni, Rogers, 18 days from Genoa—to master.
Ship Pacific, Leonard, from Liverpool, Jan 20th—to H & W Anderson.
Ship Propontis, Wise from Havre, Jan 27th—to master.
Ship Orleans, Peart, 14 days from New York—to A Gordon.
Ship Chevalier, Knight, from Liverpool—to master.
Barque Galileo, Lombard, 30 days from Boston—to master.
Brig Madonna, (Sp) Alonso, from Havana—to J Prats.
Brig Maria J Kisell, Holmes, from Kingston, (Jam.) 11th March—ballast—to J W Zacharie & co.
Brig Raymond, Lowenstiehr, 26 days from Baltimore—to master.
Brig Commander, Peirce, 71 days from Messina—to A D Gove.
Brig Cumberland, Sheets, from Cedar Keys—ballast—to master.
Brig Delta, Francis, from Messina—to master.
Schr Gladiator, Baker, from Pensacola—to master.
Steamboat Great Western, Hedrick, from Alton.
Steamboat St Louis, Converse, from Alton and St Louis.
Steamboat Queen of the West, Greene, from Cincinnati.
Steamboat Prince, Sandford, from Natchez.
Steamboat Persian, Hart, from Port Hudson.
Steamboat Colorado, Strech, from Lafourche.
Steamboat Zephyr, Smith, from St Martinville.
Steamboat Tecche, Hooper, from Baton Rouge.

BELOW.

Ship Rubicon, Thompson, from Havre.
Ship Henry, Pearce, from Liverpool.
Barque Ludwig, Lorenzen, from New York.
Brig Ostavia, Rolfe, from Kingston, (Jam.)
Schr Tecumseh, Gregory, from Kingston, (Jam.)
And several ships in the o—ng.

MEMORANDA.

Up at New York for this port, March 3d, ships Huntsville, Eldridge, to sail 8th; Tuscaloosa, Goodmanson, 10th; Cleopatra, Lovett, 10th; Charlemagne, Packard, 4th; Auburn, Darby, do; Clifton, Ingersoll, soon.

FOREIGN PORTS.

(Per steam ship President at New York.)
Liverpool, Feb. 8th—Sailed, Ivy, for New Orleans.
Liverpool, Feb. 9th—Entered for loading, Monsumet, Chase, Nevis; Ben Lee, Howe, do.
Do—Sailed, Sheffield, Porter, N Orls; Swanton, Heath, do.
From Shipping Gazette, for, to Feb. 9.
Greenock, Feb 9th—Sailed, France, Marshall, for New Orleans.
Glasgow, Feb 6th—Loading, John Holland, Snow, New Orleans.
Jan 31st—Sailed, Tehmah, Glidden, N Orls; Remnagog, French, do.
At Marseilles, Feb 1st, Mary Ann, Mull, N Orleans.
Bayonne, Jan 30th—Sailed, Union, Deslander, N Orleans; Ganges, Rumble, do.
At Trieste, Jan 20, Lackaw ax, Davenport, Opotto and Gabrula; Hol a War, Riddle, N Orls.
From our Correspondent
Vessels loading at Havre on the 6th, Ann, Crick, Hibbs; Israel, Swenson, Boston; Gustoo, Hollis, do; Dover, Austen, do; Certhage, Perry, do.
Vessels up at Havre on the 9th, Albany, Watson, N York, 8th; U ica, Pell, do, 24th; Edwd Perkins, Ingersoll, N Orleans, soon; St Clair, do, 18th; Caledonia Brander, Mobay, do, 15th.
Vessels up at Bordeaux—Louis XIV, Juce, N Orls, 4th; Chassebriand, Labarthe, do, 7th; Thetis, Schmitt, N York, 8th; Whitmore, Robinson, do, 10th.
Vessels up at Marseilles—Amelia, N York, soon; Delight, Bellington, Philadelphia, 15th; Confidence, Bailey, do, do; Lexington, Candler, Baltimore, 16th.

PASSENGERS.

Per ship Austerlitz—J Guillaut, J E and H E Aerue, 3 Bouchet.
Per steamboat Queen of the West—F L Newland and family, Mrs Bouchard and children, Mrs Crain and daughter, Mrs Smith and nurse, Maj D Comstock, Blackwell, 3, rague, Fennell, Hendrickson.
Per steamboat Princess—J Findlath, D M Hughes, C Gorton, Ashley, G E Nelson, T Dugan, Capt Wilson, Addison, E L Gage.

BELOW.

BEEF & LARD—50 bbls prime beef, 37 do leaf lard 11 do rosin and tar—for sale by
DAVIS & HOBART, 26 Customhouse st
KENTUCKY, Indiana and Illinois money, for sale by
BOGERT & HAWTHORN, 63 Gravier st

NEW-ORLEANS BEE

OFFICIAL STATE PAPER.

BY BULLITT, MAGNE & CO.

At No. 81 Carondelet street.

CITY PAPER, PUBLISHED DAILY, per annum, in advance, $10
COUNTRY PAPER, PUBLISHED TRI-WEEKLY, $10

"Truth is omnipotent, and Public Justice Stands."

FOR GOVERNOR

HENRY JOHNSON.

NEW ORLEANS:
MONDAY MORNING, MARCH 22, 1841.

☞ We are indebted to our friend *W. T. Porter*, the well known editor of the "*Spirit of the Times*," for a detailed account of the great four mile race of Saturday last, on the Louisiana course. Having been an eye-witness of this splendid contest, we can bear testimony to the fidelity of the description.

The mail again failed yesterday—this time beyond Columbus. We are getting used to these things, like ele to being shinned alive.

☞ The Hon. Alexander Mouton, arrived in town the day before yesterday from Washington city.

☞ We are indebted to Capt. Joel T. Green, of the steamer *Queen of the West*, for Louisville papers of the 15th inst.

We are somewhat disappointed in finding therein no later dates from New York than to the 6th, and not a word of news from Washington city.

The New York correspondence of the National Intelligencer contains the following items:

The Inaugural Address reached that city in a little more than ten hours, and has met the cordial approbation of the friends of the new administration.

The opinion gains ground that McLeod will be acquitted. It is said that an *alibi* can be procured.—His brother and Capt. Drew state that he was engaged on other duty at the time of the attack on the Caroline.

U. S. Bank notes are quoted at 20 per cent discount. Stocks 16 a 16½. Exchange on England, 7½ a 8 per cent. prem.

FROM JAMAICA.

We are indebted to the polite attention of Captain Holmes, of the brig *Maria J. Estell*, arrived yesterday nine days from Jamaica, for files of the *Morning Journal* and *Despatch*, up to the 9th instant.

The affairs of the Island do not present a very flattering appearance; serious riots were of frequent occurrence, and the commercial distress had increased most alarmingly. Several failures are announced and rumors of many more were in circulation.

We notice the particulars of a most disgraceful riot at Kingston, accompanied with the destruction of the interior of St. Martin's Chapel. It arose from a difference between the Catholic members of that church and their clergymen, a part of the congregation having espoused the cause of their former pastor who had been suspended. It appears that the adherent of the latter effected an entrance into the chapel on the night of the fifth instant, and soon demolished the whole contents of the building. Twenty-five persons who had been engaged in this shameful proceeding were captured and imprisoned. A sergeant of the police was seriously injured in the affray.

☞ The hull of the old *Ben. Franklin*, which was nearly loaded for this city, sunk at the landing at Cincinnati on the morning of the 13th inst. in 14 feet water. 56 head of cattle were on board, 25 of which were drowned. The cargo consisted further of about 400 tons of whiskey, pork, lard and flour, the greater part of which, it is thought, will be saved.

The steamer *Bomer*, hence for Alton, sunk to her upper deck on Grand Chain Rocks, forty miles above the mouth of the Ohio. The boat and the greater part of the cargo are a total loss.

U. S. Frigate Potomac.—The New York *Journal of Commerce* states that letters from Rio Janeiro to the 5th January, bring intelligence that the U. S. frigate *Potomac* was on shore in the river Plata. Rumor said that she had twelve feet water in her hold. Letters to the 8th represent the former accounts relative to the *Potomac* to have been somewhat exaggerated, though she was still on shore. She had a pilot on board when the accident happened.

The U. S. sloop of war *Marion* had been raised with very slight damage.

The Louisville *Journal* says there is no truth in the rumor that a fatal duel had occurred at Alton, between Judge Smith and Mr. McClernand.

Tin.—One of tin has, in a late geological survey of New Hampshire, been discovered at the foot of the White Mountains.

The route of a rail road, from St. Louis to the Missouri Iron Mountain has been surveyed. It is 115 miles long, and passes through the coal and lead regions of the State. The cost of construction is estimated at $2,942,000.

We understand that three of the back mails are lost beyond redemption, having been swept away by a freshet of the Ocmulgee river.

As we anticipated, the President's message reached Mobile via New Orleans.

The nominations to the new cabinet have been all confirmed.

☞ Capt. Converse, of the fine steamer *St. Louis*, has our thanks for papers from that city to the 15th inst.

Ship Tuglioni.—We paid a visit yesterday on board the new and splendid packet ship *Tuglioni*, Capt. Rogers, 800 tons burthen; to carry 3000 bales cotton. This new ship large and magnificent vessel was built in Boston, and is intended as a regular packet between New Orleans and Havre. We have never beheld a ship more beautiful in construction and complete in equipments. Her cabins both for gentlemen and ladies, are perfect drawing rooms, being beautifully inlaid with rose, maple and mahogany, and presenting every comfort and luxury to accept the most fastidious. Capt. Rogers, the commander of this gorgeous vessel, already most favorably known as the late commander of the *Rubicon*, yields to none in his experience, nautical skill and attention to the wants of his passengers.

From the New York Spirit of the Times, in advance of publication.

THE BEST RACE EVER RUN IN AMERICA!!

Alias *Sarah Bladen* beat *Louisa* on Wednesday last in 7: 45-2 mile, I wrote you that I had just returned from witnessing "*the best race ever run south of the Potomac*." I have now to write that on this, the 20th day of March, I have seen a race which throws the one referred to comparatively in the shade. Rely upon it, *Grey Medoc's* race to-day is the BEST RACE EVER RUN IN AMERICA! I have witnessed nearly all the great performances on the Turf for several years past, but never have I seen a race more desperately contested or more gallantly won. Even the beaten horses have acquired a reputation which a succession of bloodless victories would not have won for them. I doubt if it will ever be my good fortune to see such another performance, and much do I regret that want of ability, not less than leisure, prevents my doing justice to a race that will occupy the most distinguished place in the Racing Calendar, and go down through all time as one of the most magnificent exhibitions on record of the surpassing speed and game of the High Mettled Racer of America.

The race to day was for the Jockey Club Purse of $1000, for four mile heats. The entries were Mr. Campbell's *Altorf*, trained by Watson and Van Leer—Mr. Boardman's *Denizen*, temporarily in the stable of Camp & Blevins, and Messrs. Kenner's *Grey Medoc*, trained by Graves. The latter being well known as one of the fastest horses on the Turf, and in a condition to run for a man's life, was backed freely at 3 and 4 to 1 against the field. Altorf, a capital performer in Virginia, where $10,000 was paid for him, had lost ground since his arrival at the South, from having run several races out of order. He had lately arrived too, from Mobile, and suffered much from exposure in a stormy passage across the Lake, as also had Denizen. Indeed the public generally seemed to regard the race when advertised as done likely to be "of no account," and consequently there was a limited attendance. Altorf and Denizen were both low in flesh—not up to the mark for a bruising race—still, their race to-day quite eclipses any previous performance, brilliant as they have been, and adds an amount to their value to which the purse itself is no parallel. The sporting world has been in the dark as to Grey Medoc's speed—highly as it was appreciated—and still more so with regard to his unflinching, though game. It is within my knowledge that a few weeks previous to his tremendous race with *Boyswing*, in which he ran her up to 7: 30, he ran a mile trial with his shoes on and his weight up, over a deep trifoing course, in 1: 50, after galloping two miles in 2 10 & 2: 00. Hustrainer, Mr. Graves, (as I there is no better one in the country,) has assured me over and over again, that Grey Medoc was a "dead game horse,"—as much so as Lode, or any horse he ever turned loose. On reference to the "Turf Register" you will find that in the three years he has been upon the turf, he has started twenty-two times, and won *eighteen races*—many of them at three and four heats, while you will also remark that, in a majority of them, he has made most capital time, and defeated the best heroes of the day. Indeed I do not remember an instance of his being a race after having won a heat; depend upon it, he has about as *nice an idea of perpetual motion*, and can go as long under whip and spur as ever did his grandsire—old Eclipse himself. Think of his making a heat in 7: 35—of his running his *eighth* mile in 1: 48—of his winging a *third four mile heat* in 7: 42! And had you seen him come alone up the quarter-stretch at the close of his *sixteenth* mile—so gallantly and so beautifully—his high spirit unabated—with crest erect, and dilated nostrils, and observed his proud bearing and flashing eyes, you might have deemed him the impersonation of the Bucephalus of the victorious Macedonian, and added your voice to the many "rude throats" which greeted him with an enthusiasm that baffles all description.

THE RACE.

Denizen led off at a moderate pace with Altorf 2d, and Grey Medoc well up; Altorf's stride and Minnow's pull, however, soon caused Denizen to change places with him, and Altorf led through the mile; John Ford all this time was pulling Grey Medoc double to keep him behind. The mile was run in 1:56—of course "the ravishing had not commenced." Denizen lapped Altorf just as they passed the stand, and maintained this position to near the head of the quarter stretch, where Denizen's jockey (Minnow—the "loose fish" just designated) was ordered not to run for the heat. Altorf again led past the stand, (time of this mile 1:55,) while Grey Medoc lapped Denizen, being evidently bent on mischief. His stride roon gave him the second place, and he kept Altorf at his work throughout the mile, which was run in 1:51. Upon getting into straight work, on the back side, the set-to commenced in earnest. John Ford had neither whip nor spur, but the "gallant grey" under him required none. He brushed down the entire back side and round the turn, catching Altorf at the head of the quarter stretch, where a desperate struggle ensued. In 500 yards *Grey Medoc* was clear of him, but striking something with his foot which caused him to his himself and change his feet, he fell off in his stride and Altorf looked him. From the gate home they came in a thrilling pace. Lawson on Altorf gave him the spur at every jump, but when within one hundred yards of the judges' stand he caught his horse by the head and giving him a desperate stab up to the gaffs, made it a *dead heat* on the post, having run the fourth mile in 1:50, and the heat in 7:35! Denizen, who had been trailing behind intending to drop just within his distance, was obliged to make a tremendous burst up the quarter stretch to save it. Those who saw it "fell breathless" the end, for they at once backed him to win the purse. He ran 1000 yards at the speed of a quarter horse.

Altorf cramped after the heat, but eventually recovered, while Denizen and Grey Medoc were both slightly lame. All cooled out well, and at length came to the post apparently as fresh as ever. Very little speculation took place, except that Denizen's friends backed him with renewed confidence.

SECOND HEAT.

Denizen again broke off with the lead but Minnow jerked him up before getting round the first turn and Altorf went in front; it was soon apparent that Denizen did not intend running for this heat. No one seemed willing to cut out the work and for two miles the pace was little faster than half speed, the time of the 1st mile being 2:14 and of the 2d, 2:11. In the 3d mile near the half mile post the pace mended a little and the field took close order. The mile was run in 2:07, Altorf leading past the stand clear with Denizen 2d, he having been allowed to pass Grey Medoc in coming up the quarter stretch. On commencing the 4th mile each horse began to increase his stride and upon entering the straight run down the backside there ensued a simultaneous rush. The contest that ensued was fierce and bloody beyond belief. All three horses were exactly abreast, and might have been covered with a double number of the "Bee" Each was out and doing his best, going at a flight of speed. For 200 yards it was impossible to say which had the best of it, but Grey Medoc was the first to get clear of the *melee*, soon after which Denizen was taken in hand. Lawson braced Altorf with a good pull to the turn where he rallied and again challenged. At the head of the quarter stretch he once more locked Grey Medoc, but Jack Ford called on the Grey and they came up the stretch like twin bolts. *Grey Medoc* got nearly clear at the gate, but Altorf gained on him a few inches at every jump. The excitement was intense—the enthusiasm of the spectators knew no bounds. "*Grey Medoc's got him!*" was the cry, and it was instantly answered by another, "*It's Altorf's heat!*" Now Grey Medoc—now Altorf, has the advantage, according to the hopes or fears of their respective friends. What a thrilling moment to a true hearted turfman. They are now close to the stand—instead of the shouts you heard an instant ago, and which made the welkin ring, the most profound silence pervaded the vast assembly—a thrill, a choking sensation in the throat, a wild throb ensues, and a mighty shout tells you that the heat is over! Altorf wins it by *less than a head*! having run the last mile in 1:49!

The surprise excited by the remarkable time of the last mile, was increased by a painful rumor that was bruited about the stand, to the effect that Grey Medoc had "let down." He was lame beyond doubt, and was taken to his stable, some distance off, for the purpose of quiet and air. He also changed a "pair of pumps"—*viddicit*, his "plates," which seemed to relieve him. Denizen was a little lame also, but was still more than ever a favorite, the other two horses having run every foot of contested ground. Altorf recovered like a game cock as he is; to every one's astonishment and delight, when the bugle sounded the call for the horses, Grey Medoc was seen approaching from his stable, apparently quite free from lameness, and looking fresh and high spirited as ever.

THIRD HEAT.

All three entries went off from the score at a fast top pace, which soon declined, Denizen leading, with Altorf second and Grey Medoc laying up within two lengths. Towards the close of the mile (run in 1:58,) Altorf locked Denizen and kept him moving along lively; half way down the back stretch, in the second mile, Grey Medoc improved the pace by closing with Altorf for a few hundred yards, for the gallant *champion of Louisiana* was determined to leave neither of his worthy competitors enough in hand for a brush up the last quarter stretch. The second mile was run in 1:58, the field being well together as they passed the stand. Upon getting into straight work on the back stretch, each horse was called upon and nobly did each respond to it. Altorf was the first to "try it on" with Denizen; he finally succeeded in passing him, but too soon he got a Roland for his Oliver. When the others had apparently settled the matter as to who should have the track, Grey Medoc put in his claim, or rather than show any partiality *to either of them*, he took it himself, by outfooting and outlasting them *both*, running this mile, the eleventh, in 1:50. Coming up the quarter stretch of the third mile Denizen "returned his call" by brushing past Altorf and lapping the gallant Grey—and that too, just as they were passing the stand. It did not avail him, however, gallantly as the effort was made. Grey Medoc soon shook him off, and finally won the heat by a long way, Altorf just dropping in his distance, while Denizen pulled up, or the heat would have been run "sure enough" in 7:40. The official time was 7:42.

Denizen not having won a heat in three, was now precluded from starting again, under the following rule of the club:

"Horses distanced in a dead heat, shall be regarded as if the heat had been won; excepting the horses that have run a dead heat, or won a heat, never can shall start for a fourth heat." [See page 7, article XVIII.]

Altorf evidently weakened in the last heat; he had not fresh nor strength for such a tremendous race.—Every one regretted that Denizen could not start again, he is a splendid race horse and a credit to the breeding establishment of Mr. Boardman. Had he been allowed to start, immense amounts would have been laid out about him, as Grey Medoc's friends would not have been surprised, at any moment, to see him give way. But the horses are called and the jockies are up for the

FOURTH HEAT.

Altorf led off at half speed with Grey Medoc laying well up, to near the end of the mile, where John Ford was ordered to let his horse stride along; in consequence they came through locked, and at a good pace, though the mile was as slow as 2:16, the first part of it having been mere galloping exercise. On the turn after passing the stand, the indomitable game and strength of Grey Medoc told, and he cut down Altorf in his stride. He never was caught, but gradually widened the gap between himself and Altorf to the end, by which the latter was distanced an immense way. Grey Medoc ran the 2d mile in 1:50—the 3d in 1:57, though one hundred yards ahead, and the last or 16th mile in 2:05. Hundreds were signalling John to hold him up so that Altorf might get in his distance, or the last mile would have been run under two minutes. Grey Medoc run out his last mile as strong and indicated as much game and spirit as if he was closing a first heat. John Ford rode him in a style that would have done credit to a Chifney or a Robinson, and the gallant Grey and his honest rider were greeted, as they came up in front of the stand, with a degree of enthusiasm surpassing belief. There were hundreds who were ready fairly to hug the noble animal whose unparalleled exertions had conferred so much credit upon the native blood stock of America. John Ford, upon coming out of the scales had his hat half filled with bank notes, while the high spirited owners of the winner gave their trainer half the purse and distributed the balance among the boys in their stable. You can form little conception of the engrossing excitement which prevailed. Recapitulation:

Saturday, March 20th, 1841. Jockey Club Purse $1000, free for all ages, weights as before. Four mile heats.

D. F. Kenner & Brothers' gr. h. *Grey Medoc*, by Medoc, out of Grey Fanny by Bertrand, 5 years, *John Ford* ... 1 1 1
Col. Watson's (J. Campbell's) b. h. *Altorf*, by Imp. Fylde, out of Counters Plater, dam by Virginian, 5 years, *Lawson* ... 0 1 3 dis
Camp and Blevins' (E. H. Boardman's) ch. c. *Denizen*, by Arteon, out of Delight, own sister to Design, 4 yrs. *Minnow* ... 3 3 2 r.o.

Time of first mile.	1: 56	2: 14	1: 58	2: 10
do second do.	1: 56	2: 11	1: 59	1: 50
do third do.	1: 56	2: 07	1: 57	1: 57
do fourth do.	1: 50	1: 49	1: 65	2: 05
Time of first heat.	7: 38	7: 11	7: 42	7: 17

It should be remarked here, that the day was very warm and the course in the most capital order. It is to be re-measured to-morrow morning, and I will apprise you of the result. No doubt it is something over a mile, measuring three feet from the inner railing. I regret to add that upon taking him to his stable it was discovered that Grey Medoc had partially lost the use of both legs—that is, that the smaller tendon of both legs was sprung, so that he never will again appear upon the turf. But he has done enough; his performance to-day is a crowning glory to a career of unusual brilliancy. I close with the remark with which I commenced, that I have seen to-day *the best race ever run in America!* W. T. P.

P. S. Since the above crude report was penned I am pleased to hear that the injuries sustained by the gallant Grey, are less serious than was anticipated.—His legs are still much inflamed, and it is altogether probable he will never again appear on the Turf. Yet every friend of the Turf and indeed every admirer of the Blood Horse will be gratified to hear that, in an unhoped for degree, "Richard's himself again." The remarkable time made by Grey Medoc, having suggested doubts as to the length of the course, we are happy to state that it was measured on the morning following the race, (yesterday,) and found to be over *a mile in length*—as the following certificate will show:

Length of the Louisiana Course.—The undersigned having been appointed a Committee by the 1st candidate of the Club, to the requirement of Jacob Pickett, Esq., the proprietor, this morning proceeded to measure the Louisiana Course, under the personal direction of Louis Benson, Esq., the Surveyor General of the State of Louisiana, and certify that upon measuring the two straight parallels of the course three feet from the posts, and the two semicircles six feet from the posts, they find it to be two feet three inches and a half over a full mile in length.

(Signed by) L. BRINGIER,
A. L. BINGAMAN,
THOS. LEGRAC LEEFE,
WM. HOPKINS,
WM. T. PORTER,
HENRY HOPKINS,
FERGUS DUPLANTIER.

New Orleans, March 21, 1841.

☞ We are requested to call the attention of capitalists to the sale of fine properties situated in the city, bank stocks and valuable slaves, which takes place this day at the City Exchange, at 12o'clock, by Mr. Anthony Fernandez, auctioneer.

LATEST DATES.

New-York	Mar 3	Lon			Feb
Boston	Mar 4	Liverpool			Feb 10
Philadelphia	Mar 4	Paris			Feb 9
Washington	Mar 6	Hav			Feb 20
Baltimore	Mar 6	Mad			Feb 20
Charleston	Mar 10	Wea			Jan 2
Havana	Feb 25	Tampico			Feb 14
Houston	Mar 1	Vera Cruz			Feb 16

Commercial.

FOREIGN MARKETS.

(FROM OUR CORRESPONDENT.)

HAVRE, FEB. 9—No change has occurred in our market since the publication of our last report. Stock remains very firm, and the 3 % consols from our manufacturing districts continue very satisfactory. Rice, which has not arrived, is now worth from 5c. to 6c. per lb.

We have just received Calcutta advices to the 23d of December, via Egypt, in which the following are extracts:—

CALCUTTA, Dec. 22.—About the end of November a few letters from London of the 6th of October came forward and Bombay; the tone of the mail from Malta, and the tenor of them being such as to leave it in doubt whether the situation of political affairs in Europe would lead to a rupture or not, the consequence was a total cessation of business.

The November mail is therefore eagerly looked for, and should no war take place, we may expect an active demand for produce.

SUGAR—Owing to the unsettled state of politics in Europe, our market is exceedingly dull for this staple, and the transactions have been very limited since our last mail. Prices of the first brands have not receded much, but for middling sorts a considerable decline has taken place.

Calcutta produce market toward the close of last month experienced an animated demand for the China market, and prices advanced. Our bazaar is now cleared. The annual quotations are—R 1 14 1/2 gd to R 1 15 gd. Report for China in November 16,000 mds.

SHELLAC.—The business done in this article throughout the month, has been very limited, scarcely any transactions being clearly for the American market and for native manufacture.

RICE.—The new rice is making its appearance, and is of very good quality; there is, however, little doing in it.

Lac Dye Business has continued to be almost at a stand throughout the month. The main reason of this is, the effected are principally for America.

HIDES—There has been a good request for this article, and the transactions of any magnitude, have proceeded from American hardened. Such lots as arrive at market in good and merchantable condition are readily bought up at full price.

COTTON—Our preceding circular was hardly out of the press, when we were apprised that sales of about 1,300 bales of Bengal cotton, had been effected at a price, which is for our *ordinary and low ordinary*. The demand subsequently became more and more animated, particularly in Dacca Mulmulls and Jamdanees, of which large sums were purchased for Madras and Bombay, which was likewise participated in by all other descriptions.

The bulk of the transactions, which were exceedingly brisk, was from Wednesday to Thursday, when there was a spontaneous and general inquiry, as well for consumption as for transit and speculation.

The sales for the last fortnight to 5th February were 7,135 bales, among which were 9,478 bales New-Orleans, 20, 9 1066; 2,611 Mobile, 800 (2 9?); 2,216 Upland and Florida, 50 (2 9?) 50 do all short.

Imports of the week, 2,187 bales. Stock, Feb. 7, 60,000 bales, of which 6,000 are American.

Messrs. Editors.

In view of the questions of vast importance to this municipality, which are now in agitation, and the successful solution of which requires the exercise of great unanimity of action and much talent, we feel it incumbent on the part of the members of the council. We beg leave to offer to the consideration of our fellow voters of the FIRST WARD, the names of the following gentlemen, as candidates at the approaching election for aldermen:

O. Musson, J. D McNeil,
J. D. Benegre, A. Fleurbaix.

MANY WELL-WISHERS.

Messrs. Bullitt, Magne & Co.

Please announce in your paper, that Messrs. N. Gurlie and J. C. Ramos are candidates for the office of aldermen of the fifth ward, first munic