COMMERCIAL.

LATEST DATES.

New-York	april 29	Boston	april 27
Philadelphia	" 29	Baltimore	" 29
Charleston	may 5	Washington	may 1
Savannah	" 2	Liverpool	mar. 28
Havre	" 13	London	" 26

NEW ORLEANS MARKET.

SALES OF COTTON ON YESTERDAY.

95 bales Mississippi 17½
22 do do 17
14 do do 16½
121

MARINE NEWS.

PORT OF NEW ORLEANS.

CLEARED.

Ship Emporium, Crosby, Gottenberg, A Lanfear.
Barque C P Williams, Asby, Galveston, Texas, D Goldsmith.
Barque Eleanor, Davidson, Liverpool, W Vance.
Barque Science, McLelland, Grenock, A & J Denniston.
Brig Attakapas, Cormier, Tampico, J Crosby.
Ship John Hale, Crowell, Havre, A & J Denniston.

ARRIVED.

Steamer Mohican, Knight, fm Waterloo.
Steamer Fort Adams, Wright, fm Cincinnati.
Steamer Despatch, Strack, fm Lafourche, 6

REPORTS.

Waterloo—Per steamer Mohican: 44 hhds tobacco, 1 1-8 bales cotton, Brander, McKenna & Wright; 1 bale cotton Wilcox, Anderson & co; 541 do N & co; 3 do Forstall, High & co; 16 do M White & co; 3 do Forsyth; 11 do Leigh Maddox & co; 43 do Forsyth, Irwin & Ford, 241 do Martin, Pleasants & co; 139 do Pleasants & co; 20 do Wood & co; 4 do Lockhart & Arrott; 181 do Mitchell, Harris & co; 121 do to order.

Cincinnati—Per steamer Fort Adams: 44 hhds bacon, Vose & co; 51 do Stetson, Avery & co; 10 do whiskey Layet & Amelung; 500 kegs lard Lemon; 39 hhds bacon, Orain and Mignon; 50 bbls flour 120 do whiskey owner on board; 4 bales cotton Marrioneaux & co; 20 do M White & co.

Pittsburgh—Per steamer Despatch: 33 hhds sugar 7 bbls molasses T Barrett & co; 29 bales cotton 2 do bacon, 12 beef hides to order; 34 bales moss, 14 bbls molasses, 24 bales cotton to order 3 do moss, O'Brien & Claugnier; 8 do Flourdan.

EXPORTS.

Liverpool—Barque Eleanor: 1625 bales cotton.
Gottenberg—Ship Emporium: 385 hhds tobacco, 5 bales cotton.
Galveston—Barque C P Williams: 122 bbls bread, 20 bbls flour, 56 casks bacon, 812 sacks corn and sundry provisions.
Havre—Ship John Hale: 314 bales cotton.
Grenock—Barque Science: 1030 bales cotton.

MEMORANDA.

Steamer Fort Adams reports the Ohio river low—5 feet water in the canal at Louisville—steamer Persian waiting at Louisville for a rise, unable to come through the canal.

Saint Charles Theatre.

Second representation of the New Patriotic Play
THE MARTYR PATRIOTS.

THIS EVENING, TUESDAY, 17TH MAY, 1836,
Will be performed (2nd time) the successful patriotic play called
THE MARTYR PATRIOTS,
OR
LOUISIANA IN 1769.

Lepraniere ..... Mr Pearson,
Adelaide ..... Mrs Hunt.

Between the 4th and 5th acts
A GRAND DIORAMIC VISION,
Foretelling the independance of Louisiana, and the rise and prosperity of the City of New Orleans.

To conclude with the (2nd time) Oriental spectacle of
FORTY THIEVES,
For characters see bills of the day.

On Wednesday (3rd time) Bellini's successful opera
LA STRANIERA,
Being the farewell benefit of Signora Pedrotti.
Box shut for the opera, open this morning at 10 o'clock

American Theatre.

CAMP STREET.

TUESDAY, 17TH MAY,
Will be performed the admired Drama of
WILL WATCH
OR THE
Bold Smuggler!
Will Watch, with the song of 'the Sea,' Williamson.
Mary ..... Miss Russell.
MR WILLE will sing the extravaganza of
Billy Barlow.
PAS DE DEUX BY MR AND MRS BENNIE.
To conclude with the laughable farce of
FORTUNE'S FROLIC!
OR THE
Ploughman turned Lord.

☞ In consequence of the severe illness of Mr Russell's benefit is postponed until further notice.

FOR ST LOUIS and all intermediate landings.—The new and fast running steamboat TECHE, J. W. Dough, master, is receiving freight and will leave as above this day, at 12 o'clock M. For freight or passage apply on board or to
GRAY, DURRIVE & CO.
m 17

FOR LOUISVILLE and Cincinnati—The steamboat Shakspear, captain Longcope will be ready to receive freight for the above and intermediate ports this afternoon, and having half her cargo engaged will positively leave on Thursday 19th instant. For balance of freight or passage having excellent accommodations, apply on board or to
LINCOLN & MAYNARD,
Nos 28 and 29 New Levee.
N B. The Shakspear will be lightly laden, which will insure a quick trip.

FOR LOUISVILLE—The steamboat Homer, Capt. Combs, will be ready to receive cargo to-morrow for the above and intermediate ports, and will depart on Saturday 21st inst. For freight or passage, having superior accommodations, apply on board or to
TOURNE & BECKWITH,
or LINCOLN & MAYNARD.
Nos 28 and 29 New Levee.
m 16

For Mobile—The low pressure copper boiler steam boat MERCHANT, Capt Swiler will resume her regular days of running to Mobile, viz. on Sundays and Thursdays—on Sunday next, the 15th instant., on the arrival of the 11 o'clock cars.
JOHN KILSHAW.
m 14

FOR St. Louis & Alton. The new upper cabin steamboat PRAIRIE, Sellers, master, is now ready to receive freight, and will depart for the above ports on Wednesday, the 18th inst, at 10 o'clock, a. m. For freight or passage, apply on board, or to
FORSYTH, GOODWYN & FORDS.
m 13

FOR TAMPICO—The schr Louisiana, George Halsey master, having a part of her cargo engaged, will sail soon for the above port. For freight and passage, apply to
J. ROBERT Y GIRONA.
No 117 Royal street.
m 17-tf

FOR PHILADELPHIA—Fast sailing—The regular packet ship Edward Bonnaffe, J. Gallager master. For freight or passage, having superior furnished accommodations for passengers, apply on board opposite post 88, or to
JAMES REED & CO.
25 Royal street.
m 17

The S. B. will be towed up the Delaware by steam.

FOR MOBILE—via the river—The regular packet schooner ——, Midram master, having half her cargo engaged—going on board will have quick despatch. For freight of the remainder or passage apply on board opposite Poydras street, or to
LINCOLN & MAYNARD,
28 and 29 New Levee street.
m 15

FOR NEW YORK—The fast sailing coppered and copper fastened brig JULIA, Conkling, master, wants the bulk of about 50 bales cotton to complete her cargo. For freight of which, apply to the captain on board, or to
R GRONING & CO
m 11

FOR MATAMORAS—The schooner HALCYON, Capt. Dickerson, will sail positively for the above port on the 18th instant.—For passage only, apply to
M. S. CUCULLU, LAPEYRE & CO.
m 16

FOR PHILADELPHIA, 20th inst. The regular packet ship Chester, William Watson master, having 3-4 of her cargo engaged will sail as above. For freight or passage having superior accommodations for passengers, apply on board or to
JAMES REED & CO.
☞ This ship takes steam up the Delaware. m 13

FOR HAVRE—The ship Marengo, captain Larkin, will take passengers and sail about the 25th inst. Apply to
F. PERRET & GALLY.
m 12-6t

TO RENT—The house and lot corner of Hunter and Levee streets, possession given immediately. Apply to
ANDREWS & BROTHERS,
No 19 Chartres street.
m 16

TO LET—Possession to be given on the 1st June next, a Dwelling House, situated in Basin street, between Conti and Bienville.
m 11

CHARLES E. GRANT & CO.
No. 46 Chartres Street,
ARE CONSTANTLY ON HAND A LARGE ASSORTMENT OF
Elegant & useful Furniture:
MOHAGANY, MAPLE, FANCY & COMMON CHAIRS;
SMOKING GLASSES;
HAIR, MOSS, AND RUSK MATTRESSES, &c &c
FOR SALE—700 Quintals Campeachy logwood, received per brig Emilio, from Campeachy, for sale by
F. TIO, 56 St Ann st.
may 10-6t

THE subscribers being on the point of dissolving their partnership, request those who are indebted to them to call and settle their accounts on or before the 1st of June next, and those who may have any claims on the firm to present the same for payment.
A. BORME & CO.
New Orleans, 12 May, 1836.
m 12-6, 3pw

A. MOLA, Attorney at law, No 3, Bourbon street, 19 Gravier street and 36, Conde street. Offices from the city court—to be found at the former 9 and 4 p m.
ap 30

THE BEE.

Official State and City Paper,
PRINTED BY J BAYON.
NEW-ORLEANS:
TUESDAY MORNING, MAY 17, 1836.

FOR PRESIDENT
M. VAN BUREN.
FOR VICE PRESIDENT
RICHARD M. JOHNSON.

We are requested to state that a meeting of the residents of this city will be held on Friday next, 20th instant, at 7 o'clock, P M, at Hewlett's Exchange, in order to agree as to the time and means of giving a splendid entertainment to the Louisiana Legion.

The members of the committee appointed to report on this subject of the establishment of a line of packets between this port and Europe, are requested to meet this day (17th) at 12 o'clock, at the office of the Atlantic Insurance Company.

The election for an alderman of the 1st ward, 1st municipality, will be held today. It is believed that Mr G Stringer will be the only, or at least the successful candidate—his personal merits and mature experience being good recommendations in his favor.

Whatever feelings we may have in favor of Mr Twogood, we cannot view with satisfaction his offering himself again as alderman, when it was twice or thrice decided that he was legally ineligible: if then ineligible, he must be so now, for the law states expressly that an alderman must have been possessed of landed property of 1000 dollars in value, for one year preceding his election. His attempt again to be elected must evince very little desire to promote unanimity in the council of the upper municipality; and indeed very little desire to promote any but his own interests or aggrandizement. It would be more honorable in in him to act with *becoming resignation*.

Dr CALDWELL will continue his interesting and instructive lectures on phrenology for two evenings more. Last evening his discourse was on those peculiar mental faculties, which distinguish man from all other animals—veneration and hope, ideality and marvellousness, conscientiousness and firmness. This evening he will lecture on that division of the intellectual faculties, called the perceptive; and tomorrow on that called the reflective.

His lectures are fortunately not confined to the topographical mapping of the skull, like those of itinerants whom we have lately had here; but embrace a general view of mental and moral philosophy—that is, they deal in the utilities of the science.

☞ Although it is known that subscriptions are not usually acquired at this period of the year for the N Orleans papers, yet we are pleased as well as proud to state that since the commencement of this month (altho not yet half elapsed) the Bee has gained 26 new subscribers and might have had nearly as many more of persons in distant states, had the needful been sent with the order.

The acting editor may be permitted to state that during the past 12 months, the number of subscribers to the Bee has been nearly doubled; and the number of advertisers almost trebled.

The waterworks have so far progressed that every family can now be supplied with hydrants on their premises, and pipes through all parts of their house.—It is a fact that the water has been raised to a height of 24 feet in the cistern at the Arcade bath in Camp street, from the bottom of the reservoir; and it must be manifest that when the wells shall have been built to the height contemplated—12 feet in year, and only 7 this, —that the water will be proportionately raised in my cistern at house. A house of 36 feet high might therefore have a cistern on top of some feet in depth.

But we respectfully suggest to the heads of families to order hydrants on their premises, for the uses of family concerns, and the cleanliness of their premises: yet not only for utility alone, but for comfort and luxury. By having pipes in every story, the purposes of ablution can be secured. Gentlemen can have private baths in their own houses, by such pipes; and even ladies may have stopcocks in their private apartments.—Such a luxury is not to be sneezed at.

The state of the wharves and the condition of the levee opposite the central municipality, require the prompt attention of the council. It is known that the upper council have passed an ordinance allowing a large space of the port above for the landing of steam and flat boats; and that proper wharves, affording the conveniences, will immediately be there constructed.

The spirit of competition in affording the necessary commercial facilities along the port should consequently stimulate the action of the central council; or the trade now at the centre will be removed above.—Besides the inconveniences certain to result from this defection of the steamboats to those who have stores below Canal street, the corporation of this municipality would feel a very sensible loss in the diminution of revenue, by which the upper council must be eventually enriched. The competition must be for superior facilities and advantages along the wharves: and to this should prompt attention be paid.

The plan likely to be adopted in the construction of the wharves opposite the batture in the upper municipality, is to have a longitudinal wharf of a rectilineal dimension extending from the upper cotton press to Canal street, with regular breaks in it to permit the entrance of the minor craft behind to land against the latitudinal wharves or slips projecting to the former—which will be carried into the river some 10 or 12 feet. By this the batture will be preserved to the public; and will be annually filled up so as in a few years to extend to the longitudinal wharf, and form a spacious landing place.

The same plan need not be adopted for the wharves necessary for the central municipality; yet parts of it are useful in any river wharves. If these be made regularly from the continuation of every street running to the river, they might be projected to some distance beyond low water mark; and an outer wharf be constructed at the end of each in the form of the latter T. The river front of these latter wharves would be well adapted for ships, or for steamboats in high water; and if these T wharves were made of sufficient breadth, and projected sufficiently far into the river, steamboats could land along both sides of the longitudinal wharf, and flatboats on either side of the latitudinal slips. Treble the accommodation could therefore be afforded for the river craft to moor, lade and unlade.

It would also be well that proper cranes should be erected on every wharf for the discharging, etc of the boats and ships, which could be indemnified by a small toll or a greater tax for mooring where they would be placed.

Be that as it may, unless some measures are soon taken to promote the port facilities of the central municipality, in a definite and efficient manner, the council of the upper, with their able surveys, will soon play checkmate with its trade. We regret that we cannot calmly look on the nature and tendency of the competition now certain to result from the division of the city into municipalities.

☞ It is very well to promote the commercial interests of New Orleans,—and for this purpose have we used the influence our station affords by its repeated opportunities, as well as the energy and industry of our personal habits—but it is equally essential to promote the increase of population with the facilities of trade. For this two things are of the utmost importance—the cleanliness of the city, and the temperance of its inhabitants.

Every thing that advances the paving, lighting, watering and cleansing of the streets, must promote the health of the place; and to ensure this, it is but necessary that those should be properly done. The councils of the three municipalities should immediately make contracts with the Commercial banking company, to water the streets; and with the Gaslight company, to light all the chiefly habited ones. All as far as Rampart should be both lighted and watered as soon as practicable.

But the beneficial results of the watering will greatly depend on the system of paving adopted. Hitherto the system has been injurious—particularly as regards the nature and quality of stone used; and as regards the mode of paving the intersections of the streets.—Nothing but blocks of stone will ever answer in our principal thoroughfares, owing to the marshy nature of the soil: round stones are attended with double the expense; and not one half the benefit. They may be somewhat cheaper at first; but the subsequent expenditures necessary for repairs, render them doubly dear eventually.

It is time that some permanent system be adopted; and that the half and half measures so long countenanced be promptly exploded. In the streets fronting and near the river in parallel lines, block stones should invariably be employed in paving; and then they can be easily and thoroughly washed by the plugs in the streets from the waterworks, so as to preserve them perfectly clean.

In New Orleans, some plan of irrigation is essential. The water should be permitted to flow along the curbline of every street, in the descent from the river towards the swamp, where canals should be made to carry it off. This must be manifest to those who know the comparative levels of the land on which the city is built—the fall from the river being so great that the whole line of Circus and Rampart sts, is at an average [illegible] high water mark. Thoroughfares consequently overflow by heavy rains, as there is no proper outlet for the superabundant waters; and they will also be disadvantaged when the water is permitted to run freely through the plugs in the streets where the pipes have been laid.

But the plan of [illegible] the intersections of the paved streets, demands reformation. Proper channels strengthened by curb blocks should lead from corner to corner; and bridglets to be thrown across—so that the level of the street should invariably be preserved. By the present system, the water is permitted to sap the beds of the streets, and unless the paving—at the same time that the inequality of surface, assists the injuries necessarily consequent by heavy drays, carts or omnibuses running over them. This could be easily remedied or avoided by having proper channels of some 8 or 10 inches along every banquet or pavement, secured on the street side by small curb stones. This would be pretty and permanent: for the water running uninterruptedly thro the streets on both sides, would have a happy effect in adorning and cleansing them—while being confined in a proper channel, and proper bridglets being erected at every intersection, so that the surface of the streets would be uniformly level, the paving could not be injured. See the happy result in Julia street produced by this system; and observe the evil effect produced by the present plan in every other street—where the puerile and antiquated system still prevails.

Col. WARREN, Texican Commissioner, arrived in the steam packet Colombia last evening from New York, and informs us that $100,000 were subscribed for Texas on the first day, $50,000 on the second, and no doubt $300,000 would soon be made up for the Texas cause.—Charleston Patriot.

THE TAXES ON KNOWLEDGE.

(From the London Examiner.)

The intention of the Government to lower the Newspaper Stamp Duty to one penny is now officially announced by the Chancellor of the Exchequer. The present tax on papers priced sevenpence being 4d, *minus* a discount of 20 per cent, 3id, the reduction will be just 2 1-5d. This is a considerable abatement of the most impolitic impost that was ever yet devised: but any restriction upon information is a sin against principle, and to the extent of its operation unjust and injurious. A tax even so low as a penny will keep the price of newspapers above the means of many of the poor, and the question is, why they should remains excluded from the knowledge of the business of the world which have been brought within the reach of those above them in condition. Sound policy and justice, which would extend to all classes the information upon which opinion is to be formed and conduct governed, require the abolition of the tax, and in that we must contend, without rejecting or undervaluing any advantage short of it. We should indeed be sorry to see the proposal of Government received in a cherlish, thankless spirit—It is not all that we desire, but it is as much as a Ministry, under existing circumstances, could be reasonably expected to offer. We hold that the tax should be abolished instead of reduced, but though we would have every exertion made for the success of the right of principle—the freedom of the Press from any fiscal restriction—we would yet deprecate any disparagement of the palliative measure, or of the motives with which it has been proposed by Government. The apprehension that the reduction would rivet the remaining tax, we conceive to be quite groundless; for as the benefits of a free circulation of intelligence become generally felt, it is hardly to be expected that the demand for the removal of the last impediments will die away. It is to be observed also that experience of the safety and advantage of extending the press will leave no argument or pretence available against the removal of every barrier to information. The fears of such a change which are now entertained or affected, will be proved to be groundless by the experiment on the scale proposed. We thus make these observations in answer to the objection that the reduction will not advance, but rather retard the abolition of the tax. We are quite aware and quite regardless of the oblogquy to which we expose ourselves, by admitting that the reduction would be attended with any advantage; according to our custom, however, we will not be of the number of those who decry the reduction for the better advocacy of the abolition, for though we heartily agree with them as to the object, we must refuse to seek it by crooked disingenuous means. The abolition of the duty, we repeat, is best, but the half-measure proposed is desirable so far as it goes, and if more cannot be had after every effort has been made, it should be accepted with a just appreciation of the benefit.

"Est quodam prodire tenus, si non datur ultra"

On the proposal of Mr Spring Rice for the reduction of the duty, Mr Wakley will move an amendment for the abolition; the success of this motion is beyond the most sanguine hopes, but it is right that it should be made, that the question should be discussed, and that the principle opposed to any tax on information should be asserted, and the names of its supporters recorded in the division.

In the present state of the Post Office machinery it is to be observed, that a lower charge than a penny for the transmission of newspapers could not be expected, and therefore to the extent of the newspaper circulation which passes through the post (and which is nearly seven-tenths of the papers published in London), the proposed penny tax is the same thing as postage.

As we have stated, the reduction is 2½d, allowing for the discount, from the tax nominally 4, and in order that that the reduction in the price of the newspaper should be effected, or that the duty on paper should be lowered which would be far the better measure.

☞ PRUSSIAN ARTILLERY.—The greatest activity prevails in the Prussian army. The artillery are undergoing several reforms; in future every man will be armed with a pistol. The experience acquired at the battle of Urm has led to this alteration, the French lancers at that time having penetrated the ranks of the Prussian artillery, cut the traces and harness of the horses, and effected other damage, which it took a month to repair. Had the men then been armed as they will henceforward be, the lancers must have been repulsed with great loss.

The Prussian government no longer discountenances the formation of the companies for the construction of railways. A subscription list have been opened on the Bourse at Stettin, and in one day 800,000 rix dollars, 128,000l. sterling, were subscribed for a project of this kind.

Messrs Fice and Slanewald, of Quedlinburgh in Westphalia, have discovered a process, whereby, in twelve hours, ten pounds of cane sugar, perfectly chrystallised, may be extracted from 100 pounds of beet-root. The secret was immediately purchased by M. Brekoff, of Wisburgh, for 20,000 fr. with the condition that it should not be used beyond the provinces of the Rhine and Westphalia.

In a foundry in Germany it has lately been discovered that by producing a combination of the chlorine in making cast iron of the second and third quality, an iron of the first quality is produced. This new process has been tried in the forges of the Lower Rhine with complete success. The value and importance of this discovery cannot fail to be appreciated by all iron masters.

From the Knickerbocker.

A SCENE AT THE EXCHANGE.

Talking of a man's making a hero of himself, reminds me of an old friend of mine, who is fond of telling long stories about fights and quarrels that he has had in his day and who always makes his hearer his opponent for the time, so as to give effect to what he is saying. Not long ago I was with him on 'Change, at a business hour, when all the commercing multitude of the city were together, and you could scarcely turn, for the people. The old fellow fixed his eye on me; there was a fatal fascination in it—Getting off without recognition, would have been unpardonable disrespect. In a moment, his finger was in my button hole; his rheumy optics glittering with the satisfaction of your true sore, when he has met with an unresisting subject. I listened to his common-place, with the utmost apparent satisfaction. Directly, he began to speak of an altercation which he once had with an officer in the navy. He was relating the particulars, 'Some words,' said he, 'occurred between me and me. Now you know that he is a much younger man than I am—in fact, about your age. Well, he made use of an expression' which I did not actually like, Sam! I told him, says I. What do you mean by that?' 'Why,' says he to me, says he, 'I mean just what I say.' Then I began to burn. There was an impromtu elevation of my personal dandruf, which was unaccountable. I did'nt waste words on him: I just took him in this way—(here the old spoony acted the action of seizing the collars of my coat, before the fellowings, as I suppose, he knew I would, if the infernal scoundrel, I will punish you for your insolence on the spot!—and the manner in which I shook him, (just in this way,) was really a warning to a person similarly situated.

I felt at this moment in a beautiful predicament: in the midst of a large congregation of business people—an old grey headed man hanging with an indignant look, at my coat collar and a host of persons looking on. The old fellow's face grew redder every minute; but perceiving that he was observed, he lowered his voice in the detail, while he lifted it in the worst phrases of his colloquy. 'You infernal scoundrel, and caitiff, and villian,' says I, 'what do you mean, by insult an elderly person like myself; and in a public place like this?'—and then said he, lowering his malapropos voice 'then I shook him so.'

Here he pushed me to and fro, with his sextuag-enarian pipe on my collar, as if instead of a patient much-bored friend, I was his deadly enemy. When he let go, I found myself in a ring of spectators. 'Shame—shame! to insult an old man like him!' was the general cry. 'Young puppy!' said an elderly merchant, whose good opinion was my hearts desire 'what excuse have you for your conduct?'

Thus was I made a martyr to my good feelings. I have never recovered from the stigma of that interview. I have been pointed out in the street by persons who have said as I passed them: That's the young chap that insulted old General——at the Exchange!'

The head and brains of Fieschi.—By the examination at the Bicetre hospital, none of the wounds had reached the brain. The bones of the cranium only were fractured. The phrenologists are so dissatisfied with the absolute nonentity of remarkable developements, that they are ready to exclaim we suppose that it is a "carpet scoundrel."

Record of Literature.—Mons. Janin, one of the most talented literary critics of Paris, has been decorated by king Louis Philipe, with the insignia of the Legion of Honor.

IMPROVEMENT OF THE STEAM ENGINE.

So many intimations of important improvements in this machine have, since the days of Bolton and Watt, been given to the public through the medium of the newspaper press, and yet comparatively so little improvement really effected, that persons who have turned their attention to the subject are now generally inclined to treat such notices with very little attention. Although of that class who are doubtful of the possibility of making any great improvement in the construction of the steam engine,—as at present made by intelligent engineers—we are nevertheless of opinion, that an attempt at that desirable object which was made a few weeks since in this city, is entitled to the serious consideration of all who feel interested in the progress of this important machine.

The principle of the attempted improvement referred to is to [illegible] with the air pump and all the large and expensive [illegible] with a small force pump being used to pump air only, the discharge of the injection water and condensed steam is effected by another simple and ingenious contrivance. The condenser was placed at a considerable height above the cylinder, and had a simple pipe communicating with its lowest part, and continued downwards about thirty feet, where it terminated a few inches under the surface of water. By means of this pipe, the condenser was kept constantly clear of water. The ordinary means employed to extract the air and uncondensed vapour was by attaching a very small pump to the condenser. The pump employed for this purpose was merely the one end of the *hot water pump*. The hot water pump will probably be about a six-hundreth part of the capacity of the cylinder, while the *air pump* is generally made two-thirds of the diameter of the cylinder and half the stroke or about a fourth of the capacity.

With this substitute for the air pump the engine wrought for several weeks, and maintained a vacuum of 21 lbs. to the square inch. The engine on which this experiment was tried is 8 horse power and is the property of Mr. Edgar. The person to whom the continuance and prosecution of this scheme is due is Mr. M'Pherson, manager of Mr. Edgar's chemical works. The plan is not altogether new, but we believe never has been attended with such success as in the present case, and only considered applicable where a fall of 30 feet below the engine was to be had. Mr. M'Pherson was for several sessions a zealous member of the mechanics' class, and is pushing himself forward in the world entirely by his own merits. He seems to have thoroughly considered the action of the steam engine, and has had the advantage of consulting several experienced practical engineers who felt interested in the scheme. There are some persons, however, who have given Mr. M'P. very little encouragement to proceed in his undertaking. Among these is an *elder* (no *saint* by the by) who decides all such questions with very little consideration. We believe he has not attempted to *prove* the necessity of the large air pump; but this *dignitary* deals more in denunciation than in demonstration; and probably more respect should be due to his opinion of the engine house than of the engine.

We believe the quantity of air contained in river water is about one-fortieth of its bulk. Supposing that in the case of the engine referred to, the quantity of water admitted into the condenser to be 34 gallons per minute to each horse power; and supposing the hot water pump of capacity to throw 16 cubic feet per hour,—on this supposition the quantity of air disengaged from the injection water would be only about a seventieth of a lbs. The pressure in the condenser being about 4 lbs. It is probable, however, the hot water pump is larger than we have allowed. It will be objected to Mr. M'Pherson's plan that though there are many engines working below 11 lbs. vacuum, yet it is not by any means reckoned sufficient for a good engine, but when it is considered that the engine on which the experiment was made was an old one, and all the apparatus merely of a temporary kind, and yet that the vacuum was sometimes so high as 11½ lbs.—After all these considerations, there is good grounds for expecting that the plan will succeed still better under other arrangements. It would be advisable to use a much larger pump than that employed by Mr. M'P. It is evident that the dimensions of the pump, to produce any greater degree of rarefaction must be increased, at least as the squares of the times that the air is to be rarefied, so that Mr. M'Pherson would require to employ a pump sixteen times larger than that previously employed, in order to rarefy the air in the condenser four times, that is to reduce it from four to one lb. of pressure; but even then would be very small compared to the air pump at present in use.

With these remarks we take leave of this subject for the present, hoping that if engineers do not show cause for making large air pumps, some intelligent purchaser will look over the expence of brass valves, boring air pumps, &c., and gain sufficient courage to try an engine on the improved plan.

THE BANK OF ENGLAND—THE DEPOSITE BANKS.

The opposition in and out of Congress have been laboring to cry down the credit of the deposite banks for some time past. Their condition has been referred to, as stated in official reports, and garbled statements made up from them, for the purpose of deceiving the public. The grossest falsehoods have been uttered in relation to their immediate means and immediate liabilities, for the purpose of alarming the community.

We now propose it in our power to contrast the condition of the deposite banks, as to their immediate means and their immediate liabilities, about the first of last month, with the same items of the Bank of England, about the same period.

It appears that on the 8th of March last, the Bank of England had

Circulation,	£18,570,000
Deposites,	15,926,000
	£34,496,000
Bullion,	9,201,000

That is, the Bank had less than one of immediate specie means to meet four of its immediate liabilities.

By a table made up to the 1st of March, showing the condition of the deposite banks, it appears that they had

Circulation,	$37,300,000
Deposites of all sorts,	39,668,000
	$76,968,000
Specie,	$11,067,000
Notes of other banks equal to specie,	10,876,000 21,943,000

than one of specie means to meet their banks had note abilities.

It ought to be stated that a number of millions of the Treasury deposites, included in the above, were, in *transitu*, between the places where deposited and the places where ordered to be transferred; and the banks had means at those places to meet them in domestic bills of exchange running to maturity.

What will the opposition bribery bank supporters say when they find the deposite banks are in a superior condition to the Bank of England?—*Globe.*

A special committee of the New York Legislature have reported to that body that the Manhattan Company have failed to supply that city with pure and wholesome water, and that the charter ought to cease and be dissolved. The Company, under the same charter, enjoy peculiar banking privileges, which, of course, are also involved in the issue now made.

Transportation is prosecuted with great activity on the Philadelphia and Columbia railroad. During the week ending on the 23d ultimo, no less than 1129 cars passed the inclined plane, of which 886 were drawn by steam power, and the rest by horses. The National Gazette states that fourteen Locomotives are now in use—and work day and night—the remaining 5 locomotives are expected to be in use in all four weeks. One of the transportation houses uses cars which are locked up in Broad street, in Philadelphia, and are not opened until they arrive at Pittsburgh—at the basin of the Pennsylvania canal, in Columbia, they are, by the means of cranes, hoisted from the railway waggon wheels into the boats, in which they proceed to the foot of the railway over the Alleghany mountain, and on the western side of the mountains they are again put into boats and conveyed to Pittsburgh. By this most admirable arrangement, goods are conveyed in safety to Pittsburgh. Pilfering is impossible, even if the people attached to the boats and cars were so disposed.

We learn, says the Detroit Free Press, from a passenger direct from Hamilton, Upper Canada, that the charter for constructing a rail road from, or near Buffalo, to Detroit river, directly opposite this city, has passed both houses of the Canadian legislature and become a law.

An Eulish architect proposes to erect light houses of bronze or cast iron instead of stone. He says that such a light house can be erected in one twentieth of time, and at one tenth of the expense required for one of stone.

MORE CANADIAN LIBERALITY.—The bishop of Quebec announces that he has received the sum of £432 12s 8d, ($1954.) being the amount of collections made by the clergy of his diocese, in aid of the sufferers by the great fire in the city of New York.

A bill has passed the popular branch of the N York Legislature, by a vote of 81 to 25, reducing the rate of Bank interest from 7 to 6 per cent.

Interesting Particulars in relation to the Discovery of America.—The Royal Society of Northern Antiquaries at Copenhagen, announced the early publication of a highly interesting work in relation to the discovery of this country, to be called *Antiquitates Americæ*; which will contain a curious collection of accounts in relation to the voyages discovery to our continent as early as [illegible] by the Scandinavians. "The prospectus of this great work," says the New York Gazette, "which these remarkable statements are given, is greatly enhanced by the great apparent probability, amounting indeed almost to a certainty, that it was a knowledge of these facts that prompted the memorable expedition of Columbus himself. It is said to be a well authenticated fact, that this great navigator visited Iceland in the year 1477; and by conversing as he did in the Latin with the clerical funtionaries of the country, the editors of the Antiquitates Americæ, are of opinion that he could not have failed to obtain from them some information respecting the voyages of their ancestors to this country, which to them were well known. That not only the Danes, Scandinavians, Norwegians, and Ancient Britons, visited and colonized this continent at remote periods, but also the Phenicians, Greeks, Romans and Israelites, at all periods still more remote, and is confusively established the interesting discoveries in our native antiquities that have been made within these few years past.—But it does not follow necessarily that all these migrations were accomplished by sea voyages, for Mr Josiah Priest, in his intensely interesting work entitled 'American Antiquities, and discoveries in the west,' has rendered it very probable that many of them were performed by land journies.

"In Iceland, which is about 120 miles east Greenland, and Greenland is supposed to have been originally, if not not now, connected with this continent, have been found the remains of an ancient structure 200 rods in circumference, built of stone, and the walls of which were in some places 50 feet high.—It was a Norwegian castle of wonderful magnitude, and precisely similar in character to many ruins in North and South America.

"But other ruins are found on this continent which agree with the architecture of the Egyptians, and there is ample proofs that it was once inhabited by civilized and skilful nations of various origins. It is highly probable that nearly all of our Indian tribes are descended from the Tartar hordes who poured into this country and who made war not only against the civilized colonists, but against his aboriginal inhabitants. Incredible as it may appear to those who have not investigated the subject, there is much evidence to show that the most ancient aborigines, of our western country at least, were a race of men whose stature did not average four feet."

EXCHANGE on France, for sale by
may 16 A St GEORGES.

DEMIJOHNS and Cherries—100 cases Cherries, 1000 five gallons demijohns, received ex ship Talma, from Havre and for sale by
CARRIERE, DARAN & CO,
m 16 No. 11 St Louis.

☞ One of the largest sales of Real Estate ever offered to this community, will be made on Thursday, 19th inst, at 11 o'clock, at the Arcade Exchange, in Magazine, between Gravier and Natches sts, by Isaac L McCoy, Auctioneer. For a particular detailed description of the property, reference is made to the advertisements in the Commercial Bulletin, and Louisiana Advertiser, and to hand bills exhibited at the different coffee houses throughout the city, and at the auctioneers counting room, No 47 Arcade Exchange. It embraces a great variety of valuable improved, and improved property, situate in almost all the leading business streets of the city, comprising, among others, New Levee, Tchoupitoulas, Magazine, Poydras, Camp, Girod, Custom House, St Charles, Burgundy, Rampart, St Joseph, St John, St Peter, St Paul, St John Baptist, St James, Religeuse, Bacchus, Robin and Pecannier sts, embracing every variety of property calculated to suit different purchasers, and as it will probably be the last large sale made during the present season, and most of it being sold on very liberal terms, with a view to close a partnership concern,—it will afford purchasers every opportuntunity of making a choice and judicious selections. Plans of all the property will be exhibited at the Arcade Exchange previous to the day of sale for the inspection of those disposed to purchase.
m 17-2t

☞ We have again to call the attention of our readers to a large sale of valuable real estate to be made THIS DAY, Tuesday 17th inst., at 12 o'clock, at the Arcade Exchange, by Isaac L McCoy, auctioneer.—It consist in part of

1st, A valuable dwelling house and lot at the corner of Annunciation and Edward streets, by Mr Hepp.

2nd, A large and very valuable 3 story brick dwelling house with stores underneath, No. 94 Camp, between Gravier and Poydras streets.

3rd, Three valuable lots and improvements thereon in St Charles between Julia and Girod streets, and near the corner of the latter, directly opposite the property lately sold belonging to the estate of Thos L. Harman deceased.

4th, An elegant 3 story brick dwelling house, forming the corner of Julia and St Charles streets, and one of the block erected by the Building company.

5th, Five valuable lots of ground at the corner of Julia and Baronne streets, in front of the Carrollton Rail Road.

6th, Two lots in Religious, between James and Market street near the water works.

7th, Two lots on Celestine and two on St Jaques, between New Levee and Tchoupitoulas streets.

8th One lot at the corner of Foucher and St Joseph streets.

9th, Three valuable squares in faubourg Livaudais.

10th, Two valuable squares in faubourg Bouligny.

11th, A valuable property situate in Biloxi, besides other property worthy the attention of capitalists and speculators.
m 17

WASHINGTON FIRE COMPANY No 4.
NOTICE—In consequence of the necessary repairs that Engine No 4 is undergoing, and will not be at any fires which may occur, until further notice.
The Members will therefore repair to the principal, and take the books and ladders in command.
By order.
m 17-1t A. I. MARKS. Sec'y.

DWELLING HOUSE FOR SALE.—The Subscriber offers for sale his dwelling house no. 75 Royal street. It combines all the conveniencies required by a genteel family, and is in good order. He wishes also to dispose of his furniture and a slave Mulattress, about 25 years of age, an excellent cook, washer and ironer, and in every respect a good subject. Apply at No. 13 Chartres st.
May 17 10t. CHR. GARDINER.

TO LET—A handsome two story dwelling house, No. 111, Hospital street, between Bourbon and Dauphin streets, adjoining the former property of Judge Pitot. This house is in very good order and perfectly commodious. Possession can be had at the end of this month. Apply to
m 12-2t R. SALAUN, Broker.

CAUTION—The public is hereby cautioned against receiving a certain promissory note drawn by James D. E. Bown, endorsed by Brown, Brothers & Co., Stebbins, Lockwood & Co. and Yeatman, Woods & Co. dated 13th August 1835, and payable nine months after date, at the United States Branch Bank, New Orleans, for the sum of $1,756 32, as the same has been lost or mislaid; payment thereof except to the legal holders having been stopped.
m 17-4t S. C. BELL, Cashier.

STRAY MULE—Has been brought by the city watch to the stable of V. Millet, corner of St. Louis and Bourbon, on the 6th May, a small brown bay mule, bearing a spanish mark on the left thigh.
In case said mule was not claimed by his owner and all charges paid, on or before the 20th May, it will be sold at auction, on that day, by P. A. Guillotte, on the Levee, opposite Conti street.
M. BONSEIGNEUR.
m 17

TO LET—A young girl, grif, as wet nurse, very healthy, with her child 3 months old. Apply at No. 150 St Louis street.
m 17-3t

LUMBER—32,000 ft assorted Pine Lumber for sale, by
WILLIAM BOMAN,
m 17 Basin st No 168.

TAR—70 bbls of Tar in good will be sold low to close a consignment by
W E & R MURPHY,
m 17 No 132 Basin.

TO BLACKSMITHS—500 bbls of Blacksmiths Coal for sale, low