G. F. KEENAN, Proprietor
No. 5[illegible] CARONDELET STREET

Terms of The New-Orleans Bee.

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The New-Orleans Bee.

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OFFICIAL PAPER OF THE STATE ..... NEW-ORLEANS, FRIDAY MORNING, APRIL 18, 1851.

The New-Orleans Daily Bee.

Official Journal of the State, General Council, First Municipality and Board of Legislators.

Friday Morning, April 18, 1851.

Notice to Assessors.

The Assessors of the different Representative Districts of New Orleans and of other Parishes of the State, are notified that the Assessment Roll for the present year, are ready to be delivered, on their receipt at the office of the Bee.

☞ The Northern Mail brought yesterday dates from New York to the 8th, from Washington to the 10th, and from Charleston to the 12th inst. inclusively.

COL. BENTON.

The recent election in St. Louis, though only a Municipal contest, was rendered remarkable by more than one circumstance. When Col Benton resigned the [illegible] of his Free Soil tendencies, in his defiance of the office of U. S. Senator, he proclaimed the wonted arrogance and boldness, [illegible] intended to revolutionize the State of Missouri, to bring her back to correct principles, and to achieve a signal and enduring triumph over his enemies. He said that he would begin with the City of St. Louis, and make the April election in that city the test of his popularity. Accordingly he set about the task with the vigor and energy peculiar to him. His forces were marshalled and organized; money was lavishly expended; the Whigs were assailed with an acrimony and personal bitterness previously unknown, and the immense German population of the city were stirred up by their organ to the utmost pitch of excitement against them. But to make matters doubly sure, Col. Benton himself repaired post-haste from Washington City to St. Louis, and conducted the campaign in person. The *Republican* says:

He signalized the very day of his arrival by an exciting speech at the Rotunda, intended to affect the election. The next day he made two speeches in different Ward meetings, into one of which he introduced his excited partizans at the Rotunda, dealing in wholesale charges against Mr. Kennett's conduct in the administration of city affairs—a city, by the way, in which he has his residence, no interest, and due not even pay a poll-tax—and he labored to make the contest turn upon the question of *Benton vs. Benton*. All the day of Sunday was devoted to electioneering in the First and Second Wards. But the grand demonstration was reserved for Monday morning, and the Sixth Ward was made the theatre of the display. It was announced that Col Benton would make a speech in that Ward early in the day, and, generally understood, in all the Wards. He supposed, we presume, that nobody would be there to reply to him, but in this he was much mistaken. Mr. Benton made a speech, repeating his charges against the administration of Mr. Kennett, and calling upon the Democracy to come to *his* rescue. His name was identified with the rights of the citizen. It was regarded by him as an election of great moment, exciting attention not only here, but abroad. It would be transmitted with the speed and lightning, to every city and place in the Union, and it would even be looked for with interest in Europe. He put the election on grounds *personal* to *himself*, and in this light it was viewed by his partizans. The defeat of Mr Kennett was to be regarded as a *triumph of Benton*, and was to be the precursor of a series of victories all over the State. His speech done, Judge McLeasby was introduced to follow Benton on the same side, in a most lame and unfortunate harangue.

We need not follow the *Republican* in detail. Mr. Kennett, (the Mayor of the city, reported so triumphantly to old Bullion, that the latter abandoned his intention of visiting the wards and speaking at them successively, and retreated to his house, whence he did not emerge until the contest was over.

We have no doubt that Col. Benton helped Mr Kennett by his extraordinary and reprehensible course. Where was his sense of dignity, when he undertook to make stump speeches at a local election, and to identify himself and his cause with the result? We rather suspect that this unfortunate movement, added to the dictatorial and swaggering manner and bullying temper of the Colonel, induced many good democrats to vote dead against him. As the Colonel, however, chose to regard this Municipal election as a Benton and Anti-Benton fight, nobody, we presume, will be unkind to contradict him. Let it go forth to the whole Union that Bentonism is again pro-trate in St Louis, and, if, as the Colonel threatens, he should persevere in the State, for the purpose of diffusing his opinions, we think it exceedingly likely that nine tenths of the towns and villages will echo the response just given by St. Louis.

SHAMEFUL CONDUCT—"*Southern Rights Men" subscribing for, and circulating, Abolition Newspapers!*—It was charged sometime since by the Union papers of Mississippi, that the Southern Rights Association of Hinds county in that State had forwarded money to the North for subscriptions to abolition and other incendiary newspapers, in order to circulate them gratuitously in that county, and thus create public opinion. We learn from the Hinds county *Gazette* of the 3d instant, that *the documents have arrived!* That paper says:

On the 27th ult., the first lot of the incendiary and seditious documents ordered by the Southern Rights Association of Hinds county, reached the Postoffice in this city. It consists of seven copies of the Boston *Emancipator and Commonwealth*, all of the same volume, number and date, showing that the Association has subscribed for *seven copies*, equal to 364 papers during the year. The bundle is addressed to one of the Secretaries of the association.

The *Emancipator* has the *reputation* of being the most violent and unscrupulous abolition incendiary paper in the country—teeming with shameful and infamous aspersions upon southern character, southern institutions and southern rights. It is a seditious and inflammatory paper in all intents and purposes, and calculated to do much injury to morals among whatever people it may circulate.

Upon this the Natchez *Courier*, with just indignation, exclaims: "Is not this a beautiful spectacle, and will it not open the eyes of all honest and good men as to the dangerous character of that revolutionary movement, which, not content with voting with abolitionists, abusing what abolitionism abuses, and striving for what abolitionism strives, now shows its true character in circulating abolition documents!"

GRAND GULF DESTROYED BY FIRE.—We regret deeply to learn that a destructive conflagration broke out in the town of Grand Gulf on the 5th, and was still raging at the last accounts. It is said that already more than half the town was consumed.

PARODI.—The Secretary of the great Prima Donna has received a telegraphic dispatch, which announces that in consequence of the sick ness of two of M'lle Parodi's party, the troupe will not arrive in time to give the Concert on Monday next. The Lyceum Hall being engaged for Wednesday, Parodi will make her first appearance on Friday, the 25th.

MASSACHUSETTS ELECTION.—Hon. Charles Allen, free soiler, is elected to Congress in the fifth district, by 25 majority. In the other districts there is no choice. Thompson, whig, leads Palfrey, free soil, in the 4th district, 200 votes.

PORTLAND ELECTION.—The election for Mayor of Portland (Me.) on the 9th resulted in no choice. Dow, whig, received 1,184 votes; Shipley, democrat, 972; scattering 225. Five whigs and one democrat are elected aldermen, and the Council is nearly all whig.

CONNECTICUT.—Complete returns of the State election in Connecticut have been received.—Thomas H Seymour (dem.) has a plurality of 1,000 over Lafayette S. Foster, the Whig candidate for Governor. The other [illegible] vote has generated a deficit in the Treasury.

To Congress the [illegible] each party have been elected, viz: [illegible]
1st District, Chas. Chapman, whig, gain.
2d " Colt, [illegible] roll, dem.
3d " C. P. [illegible] nd, free soil dem.
4th " Thos. [illegible] Butler, whig.

The Legislature stands as follows:

	Whigs.	Dems.
Senate,	13	8
House,	114	110

The Whigs have a small majority on joint ballot, which will [illegible] the United States Senator.

ALBANY ELECTION.—The municipal election on the 8th [illegible] Perry, Democrat, was [illegible] over by Mr. Shepherd, over 6 Democratic & Whig Aldermen were chosen.

OPENING OF LAKE NAVIGATION.—The first two [illegible] reached St. Johns, from Lake Champlain, on the morning of the 9th inst. The river is clear from ice.

NEW ORLEANS AND JACKSON RAILROAD CONVENTION.

The Convention re assembled at 11 o'clock yesterday morning, and the Chair announced the appointment of the following Committees, on the Jackson Railroad:

Ways and Means—James Robb, Leonard Mathews, W. H. Garland, and Peter Conrey, Jr., of the Second Municipality; J. P. Benjamin, H. C. Cammack, and R. W. Montgomery, of the First Municipality; Alexander Lessseps, of the Third Municipality; H. P. Backer, of Lafayette, and Judge Preston, of Jefferson.

On Routes and Surveys—Glendy Burke, Gen Clark, J. M. Lapeyre, of the First Municipality; H. J. Ranney, C. D. Yancey, J. Baldwin, and J. P. Harrison, of the Second Municipality; J. M. Cucullu, of the Third Municipality; P. N. Wood and L. De Saulles, of Lafayette; J Hampson, of Carrollton; Alfred Hennen and R. L. Smith, of St. Tammany; John Wall, of Amite, and J. R. Dufroeq, of East Baton Rouge.

The committee were authorized to retire during the sitting of the Convention, and those having plans of routes were invited to lay them before the committee on that subject.

A resolution was adopted that no member should speak more than once on any one subject, and then not over fifteen minutes, unless by special permission of the Chair.

Mr. H. W. Walter, of Holly Springs, Miss., presented a resolution that an application should be made to the Legislature of Mississippi for a charter of a railroad from Jackson to Holly Springs, and that if the charter be obtained, the members of the Convention pledge themselves to aid liberally in the construction of the road.

Mr Grubbs presented the following preamble and resolutions, which were referred to the Committee on Routes:

Whereas, past and present experience demonstrate the fact that internal improvements, especially railroads connecting the seaboard with the interior, tend alike to augment the commerce of the exporting city and develope the resources of the producing portion of the country, at the same time by facilitating mutual intercourse, promoting good feeling, intelligence and general prosperity through all classes of society—and

Whereas, the Southwestern portion of the United States is now severely suffering from the monopoly bestowed on this subject—therefore be it

1 *Resolved*, That it is of the highest importance to Louisiana and the States lying between her and the Ohio river, as well as those west of the Mississippi, that a great trunk railroad should connect New Orleans with the central States and the great lakes by the shortest and cheapest route, and that the work should be entered on immediately, and prosecuted to completion without unnecessary delay.

2 *Resolved*, That to ensure the success of an enterprise so vitally important, this convention pledges itself collectively and individually to waive for the present all minor and collateral interests and personal preferences as to particular routes, and to unite in bringing to bear every possible means, the construction of such a road as may seem most feasible, direct and economical, having reference to "the greatest good of the greatest number" the main object being a direct communication with the great lakes on the North, and laterally with the various roads extending from the Atlantic States to the valley of the Mississippi.

3 *Resolved*, That the main direction of a railway calculated to bring about the desired object, should be from New Orleans, via Jackson, in Mississippi, thence traversing the State of Tennessee as nearly as may be midway between the Tennessee and Mississippi rivers and running to the Ohio at some good point between the mouth of the Tennessee river and Cairo, Illinois, taking, however, in the important consideration, a branch from the nearest available point in the State of Tennessee to Nashville.

4 *Resolved*, That this Convention recommends the formation in New Orleans of a company to be styled the New Orleans and Central Railway Company.

5 *Resolved*, That before this Convention adjourn, it shall appoint committees to memorialize the Congress of the United States and the Legislatures of the different States interested in the construction of such a road, and that such legislative enactments as may appear necessary and desirable to the carrying out of the proposed object.

6 *Resolved*, That inasmuch as no charter can be had till the Legislature of Louisiana meets in the coming winter, the said committees be required to ask the necessary provisions, without specifying the precise route of railway.

7 *Resolved*, That it be recommended to this body in the charter to be sought, a provision for subscriptions of stock in labor or materials.

Mr. Marshall, of Vicksburg, and Col. Campbell, of New Orleans, argued that the resolutions offered by Mr. Grubbs were not then in order, as they embraced the subject of Internal Improvements generally, and the Convention had determined to lay aside all other projects until that one was acted upon.

Mr. Walter having obtained a suspension of the fifteen minute rule, then rose and addressed the Convention for upwards of an hour. He commenced by observing that Jonas had said he would not call Lord Marshfield a liar, but he would prove him one. He (Mr. W.) had many unpalatable truths to tell the people of New Orleans, and he should tell them freely and frankly. He would not stop to inquire on this occasion, whether or not they deserved to be spoken to in this manner, or whether they were in a state of torpidity—he was too much of a gentleman to do that—but he would prove it. Mr. W. then proceeded to show that the Charleston and other railroads penetrating from the Atlantic board, were rapidly depriving New Orleans of some of its most profitable commerce. When completed to their destination, it would be impossible to estimate the loss which New Orleans would sustain. We shall not attempt to report the gentleman's remarks, suffice it to say that the logic as well as the sentiments of the speaker, were warmly applauded.

Mr. W. dwelt at large on the apathy which New Orleans had thus far manifested in the cause of internal improvements; he hoped she would soon be aroused to a true appreciation of her interests.

After Mr. W. had concluded, his resolutions were put to the vote and adopted.

The Convention then adjourned to 5 o'clock in the evening.

EVENING SESSION.

The Convention met at 5 P. M. A delegate from Hinds County, offered a resolution that when this Convention adjourns, it shall meet at Jackson, Miss., on some day to be hereafter fixed, for the purpose of receiving a report in relation to the survey of the Mississippi portion of the Jackson Rail Road. The resolution was laid on the table subject to call.

Mr. Glendy Burke presented the following majority report from the Committee on Plans and Projects:

A large majority of the Committee have the honor to report: That two general plans for the connection of New Orleans via Jackson, with the great system of Railroads now under construction and projected in Mississippi, Alabama and Tennessee have been presented.

By one plan, it is proposed to construct a continuous Rail Road from New Orleans to Jackson. By the other, a Rail Road from Madisonville to Jackson, and thence to form a connection with New Orleans by a Steam Ferry, boats being used for bringing the trains of Rail Road Cars down to Cheniecia River, and across Lake Pontchartrain to the landing of the Pontchartrain Rail Road.

The distance from New Orleans to Jackson via the Pontchartrain Railroad, Lake Pontchartrain and Madisonville is 173 miles, of which distance about 30 miles will be steam ferry. By the located line of the old Nashville Railroad the distance is 192 miles. By a route recently surveyed by Mr. Phelps, passing above Lake Maurepas, the distance will be about 200 miles, and by a proposed line up the river to the vicinity of Baton Rouge, the distance from New Orleans to Jackson will be about 213 miles.

The latter route avoids difficult swamps, several expensive draw-bridges across navigable rivers, and passes through a fertile and well improved country.

Estimating 30 miles per hour for passenger trains on a level and straight railroad, the time of passing over each of the routes will be as follows:

1. By the Pontchartrain Railroad, steam ferry and Madisonville route, eight hours fifteen minutes.

2. By the old Nashville railroad 6 hours 24 minutes.

3. By the line above Lake Maurepas 6 hours 40 minutes, and by the route near Baton Rouge 7 hours and 8 minutes.

The majority of the Committee are of the opinion that the road via Baton Rouge may be constructed in the most substantial manner from New Orleans to Jackson for $2,000,000, and that the shorter lines would not cost much really less. The cost of the road from the State line of Louisiana to the town of Jackson will be the same on either route, and may be estimated separately at $1,000,000.

The majority of the Committee are strenuously opposed to any interruption of a continuous railroad communication between New Orleans and the neighboring States. The time allotted to the Committee does not permit a report in detail, but the majority feel well assured that on a minute statement of the case the Convention will agree with them in adopting an unbroken line of railroad communication.

In connection with the above report, the majority submitted the following resolution:

Resolved, That it is of the highest importance to construct a continuous railroad from New Orleans to Jackson, Miss., with a view to its future extension as a northern and eastern road in preference to any other.

Mr. Alfred Hennen, on behalf of the minority of the committee, submitted the following report:

That they consider the route by the way of Madisonville, the most advantageous for a railroad from New Orleans to Jackson Miss, and recommend it for adoption, because

1. It is the shortest by many miles according to the mea-surement of all the Engineers.

2. It is the cheapest and the only one for constructing which sufficient funds can be immediately raised.

3. It passes over a tract of country not liable to be overflowed by crevasses or by storms from the Lake.

4. No obstructions from swamps, streams of water, ravines, hills, &c, are to be met with on it

5. Valuable timber in abundance is found along the whole of its course.

6. It passes through public lands, which will no doubt be granted by the United States for the construction of the Road, and which in time would alone, pay for the whole of the expenses.

7. The State of Louisiana has granted a right of way for a railroad through the Parishes of St Tammany and Washington, by act of the 18th March, 1850.

8. Because the advantages of this route are clearly shown, and the objections thereto fully answered by the reports, surveys and documents, which accompany this report.

Mr. Kelly then offered as a substitute to the motion of the majority, a resolution approving of the minority report, viz: the Road via Madisonville.

Lieutenant Smith rose to explain his views in regard to the Madisonville Route, and had just begun to elucidate the matter when he was most discourteously interrupted by the ten minute rule. We say *discourteously*, inasmuch as a gentleman was permitted in the morning session to speak upwards of an hour on extraneous matters.

The motion to adopt the substitute being renewed, a recess of five minutes was taken to enable the Delegates to vote on the subject.

On reassembling, the motion to lay the substitute offered by Mr. Kelly on the table, was carried by a large majority. The delegates from the Third Municipality, from St. Tammany and from Lawrence County, Miss., voted in the negative.

After the vote was taken, Mr. Alfred Hennen moved that the gentlemen in favor of the minority report withdraw from the Convention. "It is time for us to leave now, and they may wait if they choose until we come again."

The Delegates from St. Tammany and the Third Municipality then left the Chamber.

On motion to adopt the majority report, it was approved.

Mr. DeBow offered resolutions in favor of constructing a railroad from Louisville to memphis, and to appoint a committee of citizens from the city of New Orleans, to aid in the enterprise. The resolutions were lost.

Mr. Robb, on behalf of the committee on Ways and Means requested permission to postpone their report until this evening, at 5 o'clock. The permission was unanimously accorded.

The Convention then adjourned until this evening, at 5 o'clock.

MEETING OF DELEGATES FRIENDLY TO THE MADISONVILLE PROJECT.

At a meeting of the delegates to the New Orleans and Jackson Rail Road Convention favorable to the Madisonville Route held at the Second Municipality Hall, on Wednesday evening, April 17th 1851.

Henry B. Kelly, Esq., was called to the chair, and P. G. Collins appointed Secretary.

Henry B. Kelly offered the following preamble and resolutions which were unanimously adopted.

Whereas, The Delegates to the New Orleans and Jackson Rail Road Convention, who were in favor of the route via Madisonville have felt themselves constrained to withdraw from its deliberations, and whereas they deem it due to themselves and to the public, to declare their reasons that impelled them to this course,

Therefore be it resolved, That the unexpected refusal of the Convention to allow the advocates of the Madisonville route to be heard through their Engineer, Lieut. L. H. Smith, U. S. Engineer, who had surveyed the route, and the suppression of all discussion in favor of this route by laying the resolution in its behalf on the table before its support era had had an opportunity of being heard, made it imperative upon them to withdraw from the sittings of that body.

Resolved, That the foregoing resolution is not intended to have any application to the delegations from Mississippi, who unanimously declined voting on the motion to cut off discussion.

Resolved, That this meeting adjourn until to-morrow morning, 10th instant, at 11 o'clock to reassemble at the same place, when and where all the friends of the New Orleans and Jackson Railroad passing through Madisonville are respectfully invited to attend.

FROM KEY WEST AND HAVANA.—The steamship *Isabel*, from Havana and Key West, arrived at Charleston on the 11th, with advices to the 8th instant. The papers contain nothing of general interest. There were two British men-of-war in the harbor of Havana. A French steam frigate sailed on the 4th. The weather was very warm and the city was healthy when the *Isabel* left. Annexed is the Key West correspondence of the Charleston *Mercury*:

KEY WEST, April 8, 1851.

Gentlemen: Since my last per Isabel, nothing has transpired here worth communicating.

The Revenue Cutter Crawford, Capt Cost, sailed for St. Marks on the 29th. Passengers—Gov. Thos. Brown and daughter, Miss D. Triplett, Mrs. Cost and children.

March 26.—Arrived, schooner Pocahontas, New York; brig Susanne, do.

27th.—Arrived British schooner Baltic, Harbor Island; brig Charles A Coe, New York.

29th.—Arrived, sloop Francisco, Havana; English schooner Mary Elizabeth, Nassau.

April 6.—Arrived, schr Wm Chesnut, coast of Yucatan.

March 25.—Sailed, brig Isabella Reed, New York.

24th.—Spanish brig Antonio, Hamburg.

27th.—Sailed, schr Pocahontas, St Marks.

29th.—Sailed, brig Suwanee, St Marks.

31st.—Sailed, English schr Baltic, Harbor Island.

April 1.—Sailed, brig Jefferson, Jacksonville.

2d.—Sailed, English schr Mary Elizabeth, Nassau.

The brig Amanda Parsons, which put into this port leaky on the 21st ult, has nearly completed her repairs. Very respectfully.

The Boston Slave Case.

Despatches of the 9th instant state that Mr. Curtis, the United States Commissioner had deferred his decision in the fugitive slave case until the 11th. Another despatch says:

The case of the negro Sims begins to assume a more serious aspect, and a direct collision between the General and State Governments appear to be threatened. In the Massachusetts Senate to-day an order was passed, by a vote of 25 to 7, appointing a committee to inquire "whether the freedom of any inhabitant of this Commonwealth is in danger through the remissness of any officer thereof—or if any law for the security of personal freedom had been violated by any officer of the city or State?"

This movement is in consequence of the refusal of the sheriff to serve the writ of replevin upon the Marshal, and also his refusal to serve a criminal warrant upon Sims for assaulting the officer who arrested him—both of which were designated as pleas to get Sims out of the hands of the United States authorities. The committee is now in session.

The Governor has also directed the Attorney General to consult with the Sheriff relative to serving the writ of replevin upon the Marshal.

Immense placards are posted about calling on the citizens, and all opponents to slavery, to assemble at the State House on Friday, and witness the State's disgrace in the delivering up of Sims.

The meeting at Tremont Temple, in opposition to the fugitive law, continued in session the entire day. Hon. Stephen Phillips offered a series of resolutions asserting the right of fugitives to a trial by jury, and the habeas corpus act under the common law, and declaring the fugitive slave law unconstitutional, and a violation of the rights of freemen. A proposition was made to sit all night, but, upon its being known that the Commissioner had postponed his decision, the meeting adjourned.

Mr. Webster arrived last night, and put up at the Revere House. His health is still feeble. On his arrival yesterday at Springfield, the people turned out en masse to meet him, and greeted him with the utmost enthusiasm.

MUSIC BY THE MILE.—Mr. William Hoyt has invented a musical attachment to steam boilers. He says:

"Music can be made by steam on a boat or a locomotive as well as can be played with brass instruments, and much cheaper, much louder, and without any loss of steam, as there is always a surplus when loading, when at any wharf, and when landing. It is my entire opinion that the Pilgrim boys will Old Dan Tucker, Auld Lang Syne, &c., played on the Western waters by steam at a distance of ten to twelve miles.

☞ The following lines from the poem of *Motherwell*, condense in a small space that it has taken minor poets volumes to say:

WOMAN.

Perchance, for one at sea, there may at have found
Some lean, bald cliff—a lonely patch of ground,
Affin amidst the waters—some poor isle
Where summer blooms were never known to smile
Or trees to yield their verdure—yet around
That barren spot the dimpling surges throng,
Cheering it with their low and plaintive song.
And clasping the deserted cast away
In a most strict embrace—and all along
Its margin rendering freely its array
Of speckled shell and rotal. Thus we may
Note love in faithful woman: oft among
The rudest shocks of life's wide sea she shares
Man's lot, and more than half the burden bears.
Around whose path are flowers strewn by her tender cares.

☞ Lieut James Ridgely, of the U. S. Navy, who fell some weeks ago from the third story window of the Exchange Hotel, died at Baltimore on the 7th instant, from the effect of his injuries. He was a young man of excellent heart and undaunted courage, and his death will be mourned by many warm friends.

☞ From the gigantic condor, a great vulture of the Andes, to the small humming bird, not exceeding in size an humble bee, there is a regular scale; and one class and family slides imperceptibly into another, till the most intelligent naturalist find himself at a loss to define accurately where the one ends and the other begins.

COURTSHIP OF THE LATE ECCENTRIC DR R——. "Dear Sir—I am so sorry I cannot accept your kind offer, as I am engaged; but I am sure my sister Ann would jump at it. Your obliged, Eliza L——."

"Dear Miss Eliza—I beg your pardon, but I wrote your name in mistake; it was Miss Ann I meant to ask; have written to her per bearer. Hoping soon to be your affectionate brother, J. R——."

The doctor and Miss Ann were married and as the fairy tales say, lived very happy all their lives.

[COMMUNICATED.]

The Editors of the *Bee* will please publish the accompanying statement of the weights of Cotton exported from the port of Charleston to 31st March in the present and last seasons.

It was received this morning from a merchant of that city.

I have no data for making further comparisons except that, from the books of Messrs J. P. Wharney & Co., the average weight of all the Cotton cleared by them to the 1st instant, compares thus 1849—'50, 458 30-100 1850—'51, 443 15 100

April 17, 1851. H. B. GWATMEY.

Statement of Cotton cleared at Charleston, from 1st October to 31st March, for foreign ports—1849—'50 and 1850—'51, compared.

1849—'50—Uplands, 135,553 bales, weighing 59,496,796 pounds—average per bale, 367 pounds.
1850—'51—Uplands, 149,131 bales, weighing 61,092,246 pounds—average per bale, 403 pounds.
1849—'50—Sea Islands, 6,929 bales, weighing 2,956,991 pounds—average per bale, 361 pounds.
1850—'51—Sea Islands, 5,949 bales, weighing 2,663,687 pounds—average per bale, 347 pounds.

☞ To the Public.

THE undersigned, having been called upon to inform the public in what manner the PRIZE CONCERT, to be given at Lyceum Hall on the evening of the 23d inst., will be conducted, takes this opportunity of giving the following plan:

Books, containing double entry of all tickets accurately sold have been printed, and none others will be placed in the distribution. The proprietor therefore excluding himself from all interest in the drawing.

He further calls attention to the following announcement, as a guarantee to those unacquainted with himself.

CHARLES GALVANI.

The manner in which Mr. Galvani intends distributing the prizes for the Fine Gallery Grand Prize Concert having been minutely and satisfactorily explained to us, and having the greatest confidence in the fairness, equality and integrity displayed therein, we, the undersigned, not only vouch for its due performance, but will at his request, superintend the same with the greatest scrupulousness, thereby ensuring to those who may participate a strict fulfilment of the conditions.

John Pemberton, Edward Wardwell,
Chas M Waterman, Pierre Pouiz,
John R Mason, Wm Vogle,
A Barelli, George C Brown,
Wm J Dewey, H C Cammack,
Robert M Sewell, A Mollenberger,
Wm Prehn, G Bailey,
Edward Briggs, Albert Pabre,
G B Dunning, H R W Hill,
John Withrop, Jno Kperion,
Dr McNeill, JA Beard,
Robert W Ogden, J Lex McLean. apl7

A CARD.

CALUMNIATORS have compelled me to publish the following statement of the Louisiana Medical Board of Examiners:

Know all men by these presents, that we, the President and members of the Board, do hereby authorize Dr. M. SAUNDERS, M. D., to exercise the profession of medicine throughout the State of Louisiana, and enjoy all the benefits and privileges appertaining to the same.

WARREN STONE, M. D.,
A. HEPTER, M. D., President.
C. TURPIN, D. M. P.,
J. LABATUT, M. D., President,
P. A. BERTRAND, Secretary.

☞ Dr. SAUNDERS' office at Magazine street Market. apl6 3t

[COMMUNICATED.]

STAR CANDLES.

It appears by the Cincinnati papers just come to hand, that the City Council has passed an ordinance to prevent the importation of foreign articles in the manufacture and sale of Star Candles. The public and press having loudly called on the Council to repress an evil, the gross deficiency in weight, that could no longer be endured.

Should not the authorities here protect our citizens from the like fraud, that no doubt has been practised on them for years, by the importation of such candles? And now we may expect large shipments from Cincinnati, as many thousands boxes that are now manufactured, cannot, under the existing ordinance be offered for sale there. Would it not be just and proper for the authorities to confiscate the whole of such fraudulent stock? It cannot be alleged that the star candles decrease in weight, as it is a well known fact that an increase takes place.

Let our citizens and authorities make the examination at once, and the fraud will be detected, while the upright manufacturer will meet the reward of his honesty. JUSTICE

STAR CANDLES—100 boxes Foster & Gamble and Thos. Emery's brands, full weight, for sale by W. J. WRIGHT & CO.
ap18 2t 91 Tchepitoulas st.

HAVANA segars—150,000 Havana segars, of the most superior brands, such as Conchas de Mexico, El Sol, Calhoun, Positive, Don Mariano, Gran Cartago, Lonardita, Comercio Libre, Palmas, Tres Reis, Dandy, Regalias, Foreigner, etc., for sale by FELIX FUENTES & CO.
Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

SARDINES—7000 half boxes Perdimes in oil, On Sale 8 Martin; 3000 do do Chase & Sanborn's; 6000 qr do do Conner & Martin; 3000 half do do B Guillons; 600 boxes do do. In store and for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee.

CLARET WINE in cases. Ville and Medoc—300 cases Claret Wine, of the vintage of 1848, imported for family use. 120 boxes Claret Wine, St Julien and St Estephe, 20 do do superior White Wine, Haut Sauterne, 100 barrels do do. 100 cases Claret, St Julien, St Estephe and Margaux in store and for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

JOHN PLAGNIOL SWEET OIL—40 boxes, containing 12 bottles each of 24 ounce, real Jonas Plagniol; 10 cases real James Plagniol Oil; 20 boxes Plagniol Oil, 12 half bottles each Plagniol Oil—in store and for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

JUST received per ship Montreal, from Bordeaux: 40 casks Claret, St Julien, 20 do do, Castenac, V Rachette; 50 cases Rosalie Claret; 100 boxes very superior Claret, St Estephe—for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

MACO VIOLIN WINE—Just received half pipes very superior and real Malvoisie Wine, for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

COGNAC—175 packages of Cognac La Rochelle Under Custom House Keys as that J & J Prom. Ed Company, Eagles brand, Comier & Martin, Washington brand, Fin Champagne—for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

HAVANA PRESERVES—In half kits contain 6 or small boxes Guava, Marmalade and Pineapple, just received and for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

MADEIRA WINE—12 half pipes Madeira Wine very superior, just received and for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee.

HOLLAND GIN—10 pipes Holland Gin, direct importation, under Custom House keys for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee.

SUNDRIES—50 prime Westphalia Hams; 100 bbls Mackerel, No. 1 and 2; 75 boxes New Bedford Sperm Candles; 100 cases assorted Pickles; 50 cases assorted Preserves; 75 baskets Sweet Oil.
ap15 3t & JOHN S FRONTIS.

LANDING—Ex ship Montreal, and for sale by the undersigned 1 half pipe of Madeira Rosalie; 10 casks Red Wine; 110 do White Wine.
ap15 15t A. LUCAS, 30 Rotville st

CHAMPAIGN WINE—Just received ex ship old England from Havre, in our Louisiana house store, for sale by J. V. de EGANA, ap15 3t 42 Royalle st.

ANDING—Ex ship Montreal, from Bordeaux: 40 casks Red Wine, for sale by X LAMBERT & CO, 62 Magazine st.
ap15

CHAMPAIGN, entitled to Debenture—250 baskets Champaign, of superior quality, not entitled to debenture, for sale by close consignment. O. VALETON & CO.
ap15 25 Tchoupitoulas st.

EXTRA PINE MADEIRA—Inquire pipes of Pincoe London particular Madeira. Received direct from the House of Jno. Pincoe & Co., of Madeira, for sale by O. VALETON & CO.
ap15 25 Tchoupitoulas st.

BRANDY FRUITS—50 boxes Apricots, in Brandy for sale by O. VALETON & CO.
ap15 25 Tchoupitoulas st.

SARDINES IN OIL—5000 half and quarter boxes, for sale by O. VALETON & CO.
ap15 25 Tchoupitoulas st.

BRANDY CHERRIES—100 boxes Brandy Cherries, landing ex ship Montreal, from Bordeaux, for sale by O. VALETON & CO.
ap15 25 Tchoupitoulas st.

RAISINS—100 boxes M R, in good order for sale by DELVAILLE & MORENO.
ap15 1w 34 Old Levee.

HAVANA SUGAR—200 cases of white, yellow and Cucumoos for sale by DELVAILLE & MORENO.
ap15 1w 34 Old Levee.

LEAF TOBACCO—Vuelta de Abajo and Cuba, for sale by DELVAILLE & MORENO.
ap15 1w No 34 Old Levee

SEARCH—10 bbls Havana Starch, for sale by DELVAILLE & MORENO.
ap15 1w 34 Old Levee st.

HAVANA segars—500,000 choice brands of segars, such as Conchas de Mexico, El Sol, Calhoun, Positive, Don Mariano, Gran Cartago, Lonardita, Comercio Libre, Palmas, Tres Reis, Dandy, Regalias, Foreigner, etc., for sale by Fdo de FUENTES & CO.
ap17 6t 22 Old Levee st.

GUAVA JELLY and PASTE—20 half bbls just received per ship Dandy, for sale by DELVAILLE & MORENO.
ap15-1w 34 Old Levee.

HONEY—10 bbls just received from Cuba, for sale by DELVAILLE & MORENO.
ap15-1w 34 Old Levee.

WINES—50 casks Red Wine, Chateau, Gremont Bordeaux, 50 do St Julien Medoc, 20 boxes White Wine, Haut Sauterne, 100 barrels do do. 100 do do Barsac, 20 do do Sauterne Chateau Bienser, 50 boxes do do, for sale by PAUL JUGE, FILS & CO., 27 St. Louis st.
ap14

OLIVE OIL—100 baskets Olive Oil; 54 do, do, 24½ bottles; 300 boxes do, and 100 do, do, entitled to debenture. PAUL JUGE, FILS & CO.
ap14 27 St. Louis st.

MUSCAT WINE—100 boxes in store and 150 boxes entitled to debenture, for sale by PAUL JUGE, FILS & CO.
ap14 27 St. Louis st.

DEMIJOHNS—300 of 5 gallon; 800 of 2 gallon; 100 of 1 do, for sale by PAUL JUGE FILS & CO.
ap14 27 St Louis st.

PRUNES—25 cases of dry Prunes in glass jars, landing ex ship Montreal, from Bordeaux, for sale by RAYMOND CABUZAC.
ap15 30 Old Levee.

LANDING ex ship Montreal, from Bordeaux, 50 cases assorted Fruits, 500 boxes and 700 half do Mushrooms, 10 baskets Madeira and Cognac, in bottles, for sale by FERNANDEZ BROTHERS.
ap14 947 and 949 corner Royal and Main sts.

HAVANA CIGARS—165,450 Cigars of superior qualities, ex barx Milledon, from Havana, have been added to a large stock constantly on hand, and for sale by J. M. CABALLERO, No. 36 Old Levee, between Chartres & Bienville.

LANDING ex ship Adler, from Bordeaux—75 casks Red Wine; 800 boxes Sardines in oil, from Nantes; 1800 demi bottles do do; 1024 quart do do; 6 boxes Pinty for bottling; for sale by FERNOS BROTHERS & CO., 947 and 949, ap4 corner Royal and Dumaine sts.

SALT PROVISIONS—100 boxes Olives, Verdalle brand, 50 boxes Capers; 25 do Anchovies, 10 do Anchovy, in oil; 10 do stuffed Olives; for sale by FERNOS BROTHERS & CO, 947 and 949, ap4 12t corner Royal and Main sts.

PRESERVED FISH—300 half boxes Sardines in oil; 200 do Lobsters; 200 do Salmon; 40 do Lamprey; 60 do Red Fish in oil; 25 do Solon; 10 pickled Tunny. For sale by FERNOS, BROTHERS & CO., ap4 12t 947 and 949, corner Royal and Dumaine.

WINE—175 casks Red, 30 casks White, 200 bbls White Wine, landing ex ship Adler, from Bordeaux, and for sale by G. M. LOUIS, 20 Bienville st.
ap15

COGNAC—10 hogs Guadamale superior Indigo just received per ship Mary Eliza, and for sale by ap7 DELVAILLE & MORENO, 34 Old Levee.

OLIVE—300 bottle Dinner Wine, landing ex ship Montreal, from Bordeaux, for sale by ap14 LAVERGNE CARDUAC, 39 Old Levee st.

WINE—50 casks Red Wine, landing ex ship Montreal, from Bordeaux, for sale by ap14 LAVERGNE CARDUAC, 39 Old Levee st.

I take the liberty to inform my friends in the Municipality No. 3, that I am a candidate for the office of Constable of the Fifth Justice of the Peace, at the election which will take place on the 3d of November, 1851.
MIGUEL HERNANDEZ.
ap18 4t Actual Constable.

FOR SALE.

A Young Creole NEGRO BOY, about 25 years of age, first class cook driver, very good house servant a confidential subject—guaranteed in every respect, and raised in the country. Terms cash. Apply in Exchange Alley, No. 7.
ap18 6t P. E. CROZAT.

780,000 HAVANA SEGARS—Regalias, Pensadas and Londres of the most superior brands, viz: Figaros, C