THE BEE.

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JEROME BAYON.
STATE PRINTER.
THE UNION—"IT MUST BE PRESERVED."

MONDAY MORNING, NOV. 4, 1833.

FOR GOVERNOR:
J. B. DAWSON.
FOR MAYOR:
JOHN H. HOLLAND.
FOR CONGRESS:
1st district—CHARLES CAYARRE.
2d district—JAMES M. BRADFORD.

An Act of the Legislature, approved 14th March 1830.

"ART. 5. And be it further enacted, That the Mayor and Recorder shall be chosen from among the citizens who are *heads of families*, and resident within the city at the time of their election, and possess the *other qualifications required* by the existing laws."

Fellow citizens, if the law requires this as a condition in completing the eligibility of a candidate for the place of Mayor, judge if respect for public manners and morals, does not more imperiously exact that it should be found in a candidate for the office of Governor.

We are requested to announce E. A. CANON, esq. as a suitable person to fill the place of recorder, at the approaching election.

No European news received by the three last mails.

It is with a feeling of pain that we give the melancholy details of the late dreadful catastrophe on board of the steamboat *St. Martin*, as furnished us by a young man, a passenger on board. He says that while reading in his birth on the 31st ult., at about 11 o'clock in the morning, information was brought him that the boat had taken fire; that he immediately resolved to throw himself into the river, and used every means to induce Mrs. *Willis*, the lady of Dr. Willis, to commit herself to his care; but that she absolutely refused, not having the courage, and thus she fell a victim together with her husband to the devouring element.

Our informant cites a remarkable trait of heroic courageousness in Madame Meramond. That lady not being able to induce her husband to follow her into the river, which afforded the only and alternative from a shocking death, seized hold and threw herself overboard with him.—Both would inevitably have perished had not fortune thrown in their way a chicken-coop that was floating down with the current; by its assistance, after great and desperate exertion, they succeeded in reaching the land, drenched with water, and more dead than alive. Madame Meramond arrived in the city yesterday perfectly re-established.

Mr. J. F. Miller, who himself escaped most miraculously, offered two thousand dollars to any one who would save a young slave whom he had with him; but seeing the impossibility of any such attempt, the flames having progressed to an alarming extent, no one could be found who would accept the offer. The slave perished in the river, having thrown himself overboard, after extending his hands towards heaven as if in supplication.

It is estimated that there were sixty passengers on board—of whom it is supposed more than one-half perished.

The fire, he states, was communicated to some bales of cotton placed near the furnace. It would appear that the progress of the flames were very rapid, as the pilot had not time to run the boat ashore, although he made every possible exertion.

The boat seemed once about to have round to the shore, which caused the destruction of many persons who in their eagerness to escape thought they could reach land, which appeared not so far as it actually was.

Among the victims, as far as ascertained, is Capt. Sengstack; N. *Morse*, Esq., recorder of our city, and servant; Mr. Whiting, of Franklin, (La.;) Mr. Easton, of Opelousas, and servant; Mr. Allen; Dr. Willis and lady, of Bayou Sarah; a lady whose name is unknown and three servants; P. Bline, of New-Iberia; L. Renoir, do. Mr. Miller, our fellow-townsman was only slightly burned.

Several passengers affirm that $50,000, in bills of the different city banks, were lost.

Should there come to our knowledge further particulars of the deplorable accident we shall lay them before our readers.

A friend, residing in the Parish of Ascension, opposite Donaldsonville, writes to us as follows on the subject of the conflagration of the St. Martin:—

ASCENSION, Oct. 31, 1833.

Dear sir,—The steamer St. Martin, loaded with cotton, was burnt this morning at 10 o'clock, about half a mile from my house. The fire took in front and in less than half an hour the whole boat was in flames. She was in the middle of the river, and as soon as the fire was discovered the pilot steered for the shore, where there was a large sandbar. Having nearly reached land many of the passengers threw themselves overboard; the boat herself wheeled round to the opposite side without the possibility of governing her. The pilot, steadfast to his duty notwithstanding the flames, in vain endeavored to bring her again towards the shore—the rudder lines had been burnt! The boat at length driven by the wind reached the other side of the river where she was stopped. The scene was truly awfull I witnessed the whole of it from my house; but too feeble myself to go out, I sent immediately to learn the particulars. The officers and passengers who were saved, agree in stating that at the lowest calculation there perished more than twenty persons, burnt or drowned. The captain and pilot both perished, along with several colored females. If the boat had not wheeled round all the unfortunate victims would have escaped, as within a little more than forty feet where the boat was at the time when the pilot had steered in for the shore, there was not two feet water.

The boat and cotton are still burning. If the fire had taken place opposite our houses, we could have saved nearly all on board, as we have in our immediate vicinity six skiffs and two horse-boats, which could in a moment's time been sent out.

On the 29th ult., the steamboat *New-Brunswick* was burnt with all her cargo. Fortunately no lives were lost.

Third Accident.—The steamer *Thomas Yeatman*, while coming down the river, burst her boilers a few miles above Memphis, by which explosion the engineer and six slaves were killed, and several passengers scalded.

The late steamboat catastrophes [illegible] office, upon the necessity of adopting [illegible] to avert, if practible, such awful [illegible] disasters proceeded from negli[illegible] think, cannot be questioned. If so, th[illegible] ap[illegible] ses, cannot a legislative enactment [illegible] as to render boatmen in some wise responsible [illegible] human lives for the various casualities that may be occasioned by their negligence, whenever it can be shown that no overpowering force intervened. This remark is intended to apply specifically to the master, the pilot and the engineers in whose hands are emphatically the lives of all the passengers.

The proposed plan of having a board of examination, composed of scientific men and practical artizans to examine the capacity of the officers, would likewise obviate many disastrous consequences. The master ought to possess knowledge and skill, and be well acquainted with the river and with the machinery of his boat, and the character and power of steam. The pilot is a very important officer, and to a thorough acquaintance of his duties should add a great deal of discretion and practical observation. The engineer's station is scarcely important and responsible, and if he is deficient in the necessary knowledge requisite for a careful discharge of his business, nothing but the usual fatal accidents can be anticipated. It should be a standing regulation that no officer should be assigned on board of a boat, unless on a full acquaintance with his duties, he unites discretion and prudence which should be duly ascertained in some satisfactory manner. This, together with an amenability in a special law of the legislature might, we think, go very far, by checking disastrous evils which [illegible] adopt[illegible] captains and owners of engaging worthless fellows on board of their boats, because they offer at a lower price than good and careful men can be hired for, is one fraught with danger, and can alone be remedied by the plan indicated.

Upon the whole, the safety of the community requires legislative action upon the subject. Something ought to be done to prevent the frequency of the evils, to which we have alluded, if to avert them entirely be in fact impossible.

Many persons have been named as candidates for the office of city marshal, vacated by the death of Mr. Dannoy. Without questioning for a moment the claims of any of the gentlemen proposed, we take the liberty to recommend Mr. Generally, who possesses in an eminent degree the requisite qualifications.

Mr. Generally has been for many years deputy city marshal, and no one can refuse to render him justice for the zeal and activity with which he has executed his functions.

When we mentioned in our journal of Friday, upon the faith of a citizen worthy of credit, that Mr. Prieur said, that he considered all the editors of newspapers as beneath him, and that he could not, without compromitting his standing, assimilate with them, we believed that the editor of the Argus had enough penetration to perceive that he was not comprised within the number of those for whom the mayor had so little respect. The Argus, says, in reply to our article, that "Mr. Prieur did not intend that his remark should apply to him."

We agree perfectly with the editor of the Argus upon this point; a man cannot *contend* another with whom *he constantly associates*, and whom he treats in public like a confidential friend. Besides, we are convinced that the *attachment, esteem* and more *particularly the zeal* which he has always evinced, will ever secure him the friendship of the *three* candidates in one person.

But with regard to ourselves and our *other* confreres we are not upon the same terms as him of the Argus. The mayor would not *debate* himself so low as we are, because we are not of his rank. We thought it to be our duty in our last paper to show the estimation in which our fellow editors were held by that dignified functionary, and we did so.

IMPORTANT FROM MEXICO.

A passenger in the brig *Spark*, communicates to us the subjoined intelligence:

An estafette that left Mexico on the 10th ult. arrived at Vera Cruz on the 18th, and brought official information of the total defeat of the insurgents. The principal points of Guanajuato were taken by the government troops, and the commandant of the station offered to capitulate, in order to save the horrors of an assault. The Vera Cruz *Journal* of the 12th contains his correspondance with Santa Anna upon the subject.

The traitor Escalado had been unanimously condemned to death, and was to have been hung on the 12th in the capital.

Mr. Tadeo Ortiz, former Mexican consul at Bordeaux, died of cholera on board the Spark, during the voyage.—He had obtained a concession from his government authorizing the colonizing of strangers upon the banks of the Rio Brasos.

LATE FROM HAVRE.

By the ship *Olympia*, from Havre, we have Paris papers to the 8th Sept: and Havre to the 9th—their content are of no importance to the American reader.

The sales of cotton on the 9th amount to 240 bales—during the week 100 Louisiana at 16⅝; 132 Upland and Alabama at 14⅞ to 16⅝, and 137 Bahia at 18⅝.

From the New-York Standard.

Mr. Clay's journey is said to be taken for the purpose of visiting his son, who resides at Boston; this is the account generally given. Another is that he has come "in compliance with the urgent solicitation of his friends"—that is, of course, his political friends. Mr. Webster went to the western states, merely to see that fine and improving country; but he found *occasion to make a good many speeches*, and to touch pretty often on politics, and, on the whole, the effect was better, perhaps, than if he had gone avowedly upon a political mission. The great man of the east having done the needful beyond the mountains, the great man of the west is come hitherward, and whether it be merely to visit his son at school, or to gratify his friends, he also may find means to do his part well. He does not make speeches, however; "circumstances do not allow him to accept public dinners," but his published letters show that he is not here without a political object. His letter to the Philadelphia committee has attracted a good deal of attention, and is quite worthy of it, as it developes pretty clearly, the opposition plan for the next campaign, and shows on what ground the coming contest is to be fought. Here is an extract:

"I feel with deep sensibility, the approbation of my character and conduct which you have so kindly expressed. If, gentlemen, as I am quite sure, you estimate too highly my exertions in the cause of human liberty, and that of promoting the general prosperity of our country, your partiality does not exaggerate the zeal and ardor with which I have honestly strove to maintain its freedom, and secure its interests. I regret that I have been able to do so little, but the time has arrived, which I long ago apprehended, when our greatest exertions are necessary to maintain the free institutions inherited from our ancestors. Yes, gentlemen, disguise is useless—*the time is come when we must decide*—whether the constitution, the laws, and the checks which they have respectively provided, shall prevail, or the will of one man shall have uncontrolled sway. In the settlement of that question, I shall be found where I have ever been."

Mr. Clay does not write with his former accuracy; the style here is bitter bad, every line almost containing an error. But the matter is of more moment than the manner. The time is come, it seems, when Mr. Clay must come forward as the champion of the constitution, the laws, and the checks which they have provided against the will of one man. This, then, is to be the theme of controversy at the coming session: Mr. C. is to argue that "one man" has invaded the constitution, the laws, and the checks, and if he succeed in establishing that, success in ulterior objects may follow. Well, he will hardly make a convert on that subject, but it is pleasant to know what is coming, even if it is not worth providing against. But Mr. Clay probably does not rely upon his powers of oratory alone; it may be expected that he will call into requisition his unequalled skill in parliamentary tactics, in political combination, and party management. Here is a new and promising field, and now that they have been irretrievably beaten from all their former intrenchments, the nullifiers, the friends of the Bank, and of tariff monopoly, the seekers of office, and the lovers of change, will probably form a new coalition, and under the banners of Mr. Clay, will come with sacred ardor to the defence of the violated institutions of the country.

Mr. Clay knows well, however, the rule against *petitio principii*—against assuming what should first be proved, and will of course undertake in the outset to show that the constitution has been outraged, or is in danger of being outraged. He will find the task a difficult one. We shall not go into the argument now, but we wait with interest to hear Mr. Clay's proof that our "free institutions" are threatened, and that "one man" designs to govern by his will in defiance of law. If the President has exercised any power not confided to him by the constitution, the acts are illegal and invalid, and will be set aside without any effort by Mr. Clay. But the displacing a member of his cabinet because that member disagreed with him on a very important measure, is not such an act. The President is responsible as well for the *operations of the Treasury*, as of the State Department, and if the Secretary of either pursues a course which the President considers to be wrong, he must remove him. If the Secretary of the Treasury refused to pay off the public debt, or to displace a corrupt collector, or to make his annual report to Congress, it would be the duty of the President to remove him—because he would not exercise properly the power given him by law. It is for a cause exactly analogous in principle that Mr. Duane was removed; he refused to do what the President held it necessary to do: Mr. Clay calls this case an arbitrary assumption of power. Mr. Webster, it will be found, does not [illegible] opinions are rightly reported. Let Mr. Clay [illegible] Mr. Webster intends to espouse his side of [illegible] question or not. But it is hoped that the result of the [illegible] will not deter him from pursuing the course he has [illegible] there is no ground on which republicans can [illegible] willing to meet the opposition, and none where they could be so sure of an easy triumph.

From the New York Standard.

The day has long been among the records of the past, when the hot and hurrying blood, gained such tional impulse from the mantle of a lady's dress, or the twinkle of a pretty ankle, and yet it will even now accelerate its motion when memory calls up some scene of early life, so sweet and so exciting that it will not be dismissed when it does come, do what we may. Many a long year agone, I rejoiced in bounding in horses and in guns, I delighted in the quiet and exulted in the boisterous barbacue, and even when the other morning brought the head-ache attendant upon such amusements—there was balm in Gilead. My pretty little cousin Sophy, was the only person present at my late breakfast, and whose the dark, sullen November cloud "my spirit overshad, and mantled o'er my face," the April and May of her looks—that mingled expression, half-triumph, and half condolence, chased the gloomy spirit from my mind, and her arch look, accompany by some pantomimery, soon brought me back to life and—no, not to love, but a rather strong approximation towards it. Talk of hock and soda water after a hard bout—it may be very well, but a lovely woman does the thing better, sooner, and who could pause between the two remedies for the blue devils. How it always happened that in such cases she would lean over me, either to point out some paragraph in the paper, or to put another lump of sugar into my tea, or for some such trifling object, I do not know, but well do I remember that my arm would steal round her waist, that a kiss would be impressed upon each cheek, and that in the struggle my [illegible] fell on this bad earth; and then her look, her attitude and her delicate uncle, as she bounded through the door, throwing back her long ringlets, and shaking her taper fingers threateningly at me. There is one painting of her yet in existence, done by lord Byron—

The morn is up again—the glowing morn
With breath all incense and with cheek all bloom,
Laughing away the clouds in playful scorn.

She was that morn—my morn. It is a sweet dream, it was a sweet reality.

Quantum mutata ab illa. She is now an intense blue, a very lady Daphne, holds literary coteries, courts learned lions, sorrows over Byron's failings, grieves that Shelly was an atheist—delights in Mrs. Hemans—loves Miss Landon, and calls Mrs. Sigourney sweet. And cousin Sophy is now cousin Sophia; there are crow's feet on her face—the bright light of her eyes is gone, and the feeble flickering of the dying lamp alone prevails. Her liveliness is changed to sateliness and dignity; her grace, her lay like motion, her bound, like that of the antelope, have subsided, and the dignity, the demureness, the care-compelling look of sober matrimony, have usurped their place. Her face belies her; there is a vinegarish, verjuicy, virtuous expression, that shows a desperate determination to "live upon the virgin thorn," and at the same time proves that "earthlier happy is the rose that's plucked." "Eheu Eveline," said the antiquary. "Eheu Sophia," say I. Your loveliness was like the light of the glowing sunset, like the blithe carol of the early spring bird; your face was glad as the sunbeam upon the ripple of the dancing stream, and now, you are but a remembrance of things that were—but the weary mile stone that points the fascinating from the place we love. Your image is "clad in sober grey." I must leave you and find, if I can, some one, in whose laughing eyes I may bask in contentment.

SINGULAR VERACITY.

Will be found exemplified in the subsequent story; it is an extraordinary case, and whether true or false may be rendered conducive to moral improvement.

"A Spanish cavalier, having assassinated a Moorish gentleman, instantly fled from justice. He was instantly pursued; but availing himself of a sudden turn in the road, he leaped, unperceived, over a garden wall. The proprietor, who was also a Moor, imagined to be at that time, walking in the garden; the Spaniard fell upon his knees before him, acquainted him with his case, and in the most pathetic manner implored concealment. The Moor listened to him with compassion, and generously promised his assistance. He then locked him in a summer-house, and left him, with an assurance, that, when night approached, he would provide for his escape. A few hours afterwards, the dead body of his son was brought to him; and the description of the murderer exactly agreed with the appearance of the Spaniard, whom he had then in custody. He concealed the horror and suspicion which he felt and retiring to his chamber, remained there till midnight. Then going privately into the garden, he opened the door of the summer-house, and thus accosted the cavalier: "Christian," said he, "the youth whom you have murdered was my only son. Your crime merits the severest punishment. But I have solemnly pledged my word for your security; and I disdain to violate even a rash engagement with a cruel enemy." He conducted the Spaniard to the stables, and furnishing him with one of his swiftest mules, "Fly," said he, "whilst the darkness of the night conceals you. Your hands are polluted with blood; but God is just, and I humbly thank him that my faith is unspotted, and that I have resigned judgment unto him."—*Dr. Percival.*

ON THE STUDY OF HISTORY.

The advantages which are derived from the study of History are immense—but still they do not seem to be properly understood. History has been emphatically called the *looking glass of the world*—it may also with propriety be termed the *spy-glass* which brings distant ages to our view. It gives us a prospect of human affairs—it shows us the tumults, *changes, wars and convulsions of Empires*—the politics, governments, religions, virtues and vices of foreign nations. By studying History, a man may grow wise at the expense of other men's studies. He may thus *visit, without travelling, all* the habitable parts of the globe—he may converse with the *sages of olden times*—he may revel at Babylon with Alexander the Great—or sip black broth at Lacedemon with the pupils of Lycurgus.—He may accompany Attila, the "Scourge of mankind," on his devastating routes or look in upon Peter of Russia while devising means to improve the condition of his barbarous subjects. He may go forth with Columbus to discover a new world, or join Napoleon and his numerous hosts, in attempting to enslave kingdoms. In a word, a familiar acquaintance with History, will give a man a certain *knowledge of the world*, which every man should possess. It is an important branch of education, which should not be overlooked. It will excite to virtue, and deter from vice. It will multiply and enlarge a person's ideas, and stimulate to noble deeds.—*Lowell Jour.*

Commercial.

From Levy's Price Current of November 2.

COTTON.—The market has been quite dull for several days past, and the rates hitherto quoted cannot be obtained. We have, in consequence, reduced our quotations to the business done, and now in treaty, which is from 14½ to 18 cents per lb. Some persons think this the utmost range; while others are of the opinion that choice marks would command a fraction more. The sales of the week, within our knowledge, are: 2000 bales, at 17½; 1200, at 18; and 100, at 18½ cents per lb.—choice marks; also 100 Western District Tennessee, at 15½; and 130, at 15½ cents per lb.—The United States branch bank in this city, we understand, has declined further operations in foreign exchanges, that is, they do not take the bills of our merchants as formerly; and this circumstance alone is enough to make a dull market, and reduce the price of the article; and, until the state banks make the necessary arrangements to supply the deficit, this circumstance will clog the market, to the loss of the planter—how much will soon appear; but that there will be a loss, all with whom we have spoken are inclined to believe. Arrived since the 25th ult.: of Louisiana and Mississippi, 10,495; Texas, 45—together, 10,540 bales.—Cleared in the same time: for Liverpool, 1402; Havre, 3261; Cowes and a market, 137; New York, 434, Philadelphia, 125—together, 5359—making an addition to stock of 5181, and leaving on hand, inclusive of all on ship-board not cleared on the 31st ult., a stock of 39411 bales.

SUGAR.—There is yet very little doing on plantation; 6 a 7¼ cents per lb. is asked; in the city more cannot be obtained. Cleared this week: for New York, 9 hhds.; Philadelphia, 1 hhd. 64 bbls.

MOLASSES.—The planters ask 21 cents, and the merchants decline going beyond 20 cents per gallon. There is yet very little doing. Cleared this week, for Philadelphia, 16 bbls.

TOBACCO.—There is nothing doing. The last sale was a lot of 9 hhds. at 4, 5 and 6 cents per lb. Arrived this week: 62 hhds. Cleared: for Cowes and a market, 378 hhds.; New York, 30—together, 408 hhds.

FLOUR.—The cold weather had the effect of animating the market, and a better business has been done this week than for some time past. We quote last sales at $4 50 a $4 62½ cents per bbl. Arrived this week, 11,909 bbls.

BACON, BEEF, and PORK are scarce, and in good demand. Arrived this week: 1 hhd. bacon; 77 hhds. 167 bbls. beef; and 18 bbls. pork.

LARD.—The price has been reduced, and the article is dull at 10 a 10½ cents per lb.

WHISKEY is dull, and the former quotation, 32 cents, remains without change. Arrived this week, 501 bbls.

LEAD, Pig.—The rate last quoted remains without change, $5 12½ per 100 lbs. Arrived this week, 6003 pigs.

HAY is plenty and dull, at $1 retail, or 87½ cents per 100 lbs. wholesale.

CORN is getting more plenty, and the price is reduced to $1 retail, or 87½ cents by the cargo per bbl.

BAGGING and BALE ROPE remains without change, scarce, and in good demand. Arrived this week, 25 coils rope.

NEW-YORK MARKET, Oct. 19.

COTTON.—The market throughout the week has been inactive—the transactions have been mostly for export, and prices have given away about ¼ cent per lb. We have received by the John Jay accounts from Liverpool to Sept. 8—that market was dull, and rates had declined ¼ to ½d. stg. per lb. The sales of the week amounting were 12,400 bales. We quote Uplands at 14 to 16 cts. and new do at 17 to 19 cents; Alabama 14 to 16, and Tennessee 14½ to 15½. The sales of the week amount to 1500 bales, as follows: 660 bales Upland 14 to 15 cts. new crop do 17 to 18; 150 Alabama at 16 to 17½; 300 New-Orleans 16½ to 18, and 400 Tennessee, 14½ to 15½ cts. The import of the week has been 2182 bales.

MOLASSES.—The market is without much activity—100 hhds Havana were taken for export at 22½ cts; 38 hhds English Island were sold to the trade at 37 to 38 cents; Cuba and Martinique in small lots at 34 and 35 cents and Guadeloupe and Trinidad at 36 cents.

SUGAR.—The present week has been the dullest this season, for transactions in this article. We notice sales of 80 boxes poor Havana brown at 5½; 2 to 300 boxes Havana brown at 8¼ to 8½, and some white Havana at 9½ to 10 cents. By auction 100 boxes Havana brown [illegible], and 140 hhds. New-Orleans 8½ to 8¾ cents.

BALTIMORE, Oct. 18.

MARKET.—Cotton—Transactions are limited. We note the sale of a lot of Louisiana at 18½ cents 6 mos. and of small lots of Uplands, old crop at 17 cents. Flour is dull; shipping from first hands.

LEAD.—Sales of Virginia Pig at 6 cents.

MOLASSES.—Sales of several lots of good quality Guadalouppe at 36 a 37 cents per gallon—indicating a decline of decline in the market.

SUGARS—No transactions of importance going forward, and no change in prices to report.

TOBACCO—The demand for Maryland Tobacco continues about the same as per last report, and prices are also without variation. Sales of 120 hhds. Md. at prices ranging from $4 to $6. Ground leaf is dull—sales at $5,50 a $6,50. There is a good inquiry for Ohio with little or none in market to meet it. The inspections of the week amount to 340 hhds. Maryland; 9 hhds. Ohio; and 1 hhd. Virginia—total 350 hhds.

By the fast sailing schr. Francisca, Aizpurua, from Havana, whence she sailed on the 28th ult., we have been favored with the following prices current.

HAVANA, Oct. 26.

Sugars, white and brown, 6 a 10 cts. 8 a 12 cts. nominal; coffee 11½ a 12, triage 9, scarce and in great demand; beef do. $15 do.; lard per lb. 10 a 17½ cents.

Exchange on the U. States 3 a 4 per cent, England 8 per cent.

Marine Journal.

PORT OF NEW-ORLEANS.

CLEARED

Schr Hannah & Elizabeth, Chainy, Apalachicola, Wilcox & Fearn
Schr Margaret, Cannon, Mobile, Haines & Geddes
Schr Lady Madison, Carrano, Pensacola, Master
Ship Ohio, Barker, Boston, Stetson & Avery
Ship Louisa, Potter, Havre, J Leblanc

ARRIVED.

Steamer Porpoise, Marshall,—towed to sea ships Tacitus and Tennessee—brought up ships Arkansas and Marengo, brig Manuolita and schr Francisco; reports outside the bar, ships Mississippi, Creole, Pontiff, Chandler-Price and Austerlitz, and a brig name not known.

Tow Boat Whale, Martin, from the S W Pass; having taken her tow to sea, brought up ships Olympia and Henry Lee, brig America and schr Anneta: reports outside one of the Black Ball Line of packets from N Y, and ship Chandler Price, Spanish brig name unknown, ship Morango and a small schr called the Lake, brigs Banner and George; previously reported a brig and the schr Clita; steam tow boat Pilot at Anchor inside having broke her follower and piston rod.

Steamer Huntress, Herriman from S W Pass, lightened and brought up French barque Bellochan; brig Driver and brig Durango. Left the Bar Wednesday, 10 A M: Inside the Bar ship Olympia, from Havre; one ship standing in for the Bar, and 2 hor. brigs names not known: nothing in the river.

Barque Bellochan, Dufour, from Bordeaux, to J Hagan & co—cargo assorted, wine, liquors, etc to Barbe; J and L Meyrte; A and Z Cavalier; G & A Delpit; J Bonelly; Carmouly and Bordenave; Kohn and Bordier; Cientat; Bumon, Ferret; Cossin; J Mager; J Chastant; Dufour; J Lallande; E Burlatour; Garse; Dufilho, jr; J and L Garnier; Gaulhiac; and order. *Passengers*—Capt Dufour, Darche, Bermudez, Bisson, fiere, Leon St. Martin, Miss St. Martin, Touchard.

Ship Olympia, Larkin, from Havre, (sailed 10th of September,) to F Perret; cargo assorted *mdse to G Ducatel; F Verrier; J Durel; N Brigot; Dubalen; J Gauthiac; A Lautaud; F Dufour; J Marot; Livaudais, Charbonnet & co A Rasch; C Redon; B Cadillan; J Chaleron; P W Lohman; H Perret; T Mossy and order*—29 cabin passengers.

Ship Henry Lee, Purse, from New York, [illegible] Lincoln & Green; cargo 415 cabin, 75 steerage passengers.

Ship Marengo, Wood, 14 days from New-York; to H Perret—cargo assorted to Goulé & Lambert; J Lallande; W & J B Leverich; P. Talane & co; A Penn; Fk Frey & co; Bogert & Hawthorn; L Duclaud; J Lovell; J Linton; J P Freeman & co; J H Field & co; J Colles; V Libeau; Lavillebeuvre & Walton; Gray, Durrive & co; Peters & Millard; L Arnaud; Hescot & co; R Evans & co; Soher & Goodman; J Rodgers; J A Turnell; Kirkman, Maxfield & co; B Whitney; and order. *Passengers:* Mrs Buckhart, Messrs F Frey, 3 ladies and 2 children; Boyd, Carnice, Marsten, Frost, Toole, Arnaud, Morgan, Bernard, Kohn, Turnell, Haynes, Webb, Lyman, Whitney, Salter, Smith, and 30 in the steerage.

New packet ship Arkansas, E S Dennis, 15 days from N York; to W G Hewes—cargo to G W Morgan; J Hagan & co: Bridge & Vose; J Labadie; White & co; J Vairin & co; Harris, Wright & co; Klemm & Brother; Rhodes & Peters; Hazard & Blair; J Misturn; Thomson & Grant; Campbell & Stricker; Andrews & Brothers; Foster & Hutton; P S Newton & co; Hyde & Goodrich; J Linton; Bell & Buchanan; N Dick; Jenkins, Taylor & Gothard; A Fisk; M White; H C Gildemester; R Layton; M Walton; Watt & co; Penny & Harrington; Maddox & Wood; Morgan & co; J Daniels; A Ledoux; Reynolds, Byrne & co; Thomas & Soulet, A St George; C Redon; T D Walden; Bullitt, Shipp & co; H R Lee & co; P L & S Yorke; G W Pritchard & co; J P Freeman & co; Dr R Davidson; Bogert & Hawthorn; Hotchkiss & co; T Mossy; J H Field & co; S G Blanchard; Blackwell, Gothcal & Thorn; M & B Mellon; Tournè & Beckwith; C Squier & co; Edgar & Smith; S W Oakey & co; Law & Austin; N M Riker; Gasquet, Parrish & co; J C Springer; Babcock, Gardiner & co; Carriere & Bordenave; Hughes & Waterman; F Crittenden; Carlin & Babcock; Whiting, Stark & co; J Colles; J Lovell; Furst, Winter & co; J & J Darramon; W G Hewes; Dart & co; F Pascal; Livaudais, Charbonnet & co; Palmer & Southmayd; Parmele & Baker; Jenkins & co; and order. *Passengers:* J S Wood and lady; Hopkins and son; Mr & Mrs Vance, 5 children & 2 servants; *Holmes & lady; Mrs* Riddle, 2 children & sister; Mr & Mrs Newton, sister and child; Messrs N D Rind, J C Garthwaite, J Williamson, P Doherty, V Tulane, Mrs Easton, and 36 in the steerage.

Brig Driver, *Cheeswell*, from Philadelphia in ballast.

Brig Durango, Prat, 3 days from Apalachicola; cargo, 20 bales cotton Wilcox & Fearn; lumber to E W Gregory.

Brig Ajax, Rollins, from Norfolk, to J W Zacharie & co; cargo bricks to the consignees and 130 staves.

Brig Manuelita, A Probien, Havana, 9 days, to Comvale, Alcobo & co; cargo 930 bags coffee and fruit.

Brig America, Williams, from Charleston, to J A Barelli.

Schr Sarasiea, Aizpurua, Havana, 5 days, to R Groning & co; cargo 362 bags coffee R Groning & co; 177 do Hermann & co; 180 do; 200 boxes raisins W W Caldwell.

Schr Clita, Howard, from Newport via Apalachicola, cargo oysters, potatoes and cheese to the master.

Schr Adelaide, Granadoz, from Havana, to A Boran jr.

Steamer Dock Anne, from Lafourche, with 32 bales cotton to B Plauche & co.

Steamer Telegraph, from Bayou Sarah—reports the Catalina coming down with the packet ship Newark, from Natchez.

Steamer Chieftain, Ingram, from St Louis, with pigs lead, flour, cotton, beef, chickens, vegetable, 240 sheep—53 passengers.

Steamer Huntsville, Sellock, from Bayou Sarah—cargo 1063 bales cotton & c—15 pa sengers.

Steamer Carpian, Lohman, from Alexandria; cargo 1102 bales cotton viz: 43 A Fisk, Watt and co: 114 N Cox; 589 J Hagan and co; 92 J Linton; 30 Bullitt Shipp and co; 82 R P Gaillard and co; 23 Peyroux, Rivarde and co: 8 Miramond, O'Duhigg and co; 41 Rhodes and Peters; 15 J B Plauche and co; 9 Wilcox and Fearn; 15 Stillwell and Kimball; 20 A Ledoux; & do 31 rolls leather, 1 trk W L Robeson and co; 4 trks P Tulane and co—15 passengers.

Steamer Courier, Crawford, from Cincinnati.

Steamer Union, Lard from Natchez.

Steamer Argus, Clarke, from Monroe.

New steamer Bayou Sarah, Mumford, from Cincinnati; cargo—942 bales cotton, viz: 391 Wilcox & Fearn, 116 N & J Dick & co, 98 M White, 32 Bullitt, Shipp & co, 63 J W Breedlove & co, 53 Brand r & McKenna, 10 Martin, Pleasants & co, 4 W L Robeson & co, 7 Rhodes & Peters, 3 Lockhart & Arrott, 2 Caruthers, Harris & co, 6 Sledge & McKiernon; 6 Andrews & Brothers; 3 W & C Tate; 6 Maddox & Wood; 1 Whitall, Jaudon & co; 2 stoves Adams & Buckner—14 passengers.

Steamer Halcyon, ——, from Randolph—cargo, 10 bales cotton J Hagan & co; 21 Martin, Pleasants & co; 6 Caruthers, Harrison & co; 209 Wilcox & Fearn; 58 Brander & McKenna; 6 M White; 30 N & J Dick & co; 23 M & P Maher; 42 do. 27 bbls potatoes J W Breedlove & co; 242 bbls flour 3 casks cheese 65 bbls whiskey Harris, Wright & co—13 cabin and 8 deck passengers. *Memoranda*—Oct. 16th, the Halcyon, on her passage up, while in the act of crossing the bar below Lake Washington, was wantonly run into by the steamer Constitution, and had her (the Halcyon's) engine house and wheel-house destroyed; her shaft and flange broke, and every life on board endangered.

Steamer Chippewa, Blasford, from Natchez—cargo, 975 bales cotton, to A Fisk, Watt & co; Reynolds, Byrne & co; Harris, Wright & co; Wilkinson, McNeill & co; Adams & Buckner; Bagley & Merritt; Bullit, Shipp & co—30 passengers.

Steamer Black Hawk, Hartshorn, from Cincinnati, cargo, 37 kegs butter, 330 bls flour Sloo & Byrne; 88 do do Stetson & Avery; 36 bls gin Tufts and Clark; 10 do apples A Fisk, Watt & co; 135 kegs butter Byrne, Ryan & co; 116 bls whiskey M & P Maher; 806 kegs lard J A Morris and co; 180 half bls beef, 13 do do pork, 12 bls beef, 10 casks cheese, 8 bls apples, 8 do beans, etc Tucker and Craig; 101 kegs lard Adams & Buckner; 200 dozen chickens and turkies; 1 horse and sundries to owners on board.

Passengers per steamer Black Hawk—S Wemett, J Tucker, W H McCamell, J D Davis, J R Davis, D Nevins, Jr., Dunnegun, W Knight, Templeton, Hartshorne, J B Ray, lady and daughter, Moss, Mrs Ross, child and servant, several way and on deck.

Extract from the log-book of steamer Black Hawk, Hartshorn, from Cincinnati.

Oct. 29th, at 5 P M. came up to the wreck of steamer New-Brunswick, at the foot of Island 98—came to and took on board one of her crew, from whom we learned that she took fire the day previous at 4 P M. and burned entirely up—no lives were lost, but the cargo entirely destroyed.

Oct. 31st, 4 P M, came up to the wreck of steamer St. Martin, about 2 miles above Donaldsonville—came to and rendered every assistance in our power to those who were saved. The St Martin was from Bayou Sarah and had on board 500 bales of cotton and 80 hhds sugar. She was discovered to be on fire at noon same day, and melancholy to relate 20 or 40 lives were lost. Of the officers and crew who are missing are the captain, (Cash) the clerk, 2d mate, 2 cooks, chambermaid, 2d steward, cabin boy, bar-keeper, 4 deck hands and 5 firemen; among the passengers lost, she kept Sangstack; N Morse & svt. of New Orleans; Mr Whiting, of Franklin; Mr Easton & svt; Mr Allen; Mrs Willis, of Bayou Sarah; a lady name not known and three servants.

Several of the passengers state that she had on board $50,000 belonging to a bank in New-Orleans, which is totally lost. J. W. OWENS, Clerk.

MEMORANDA.

Hence at Boston, 19th brig Everett, Fitch, Lucy Ann.
Cleared at Philadelphia, 21st ship Charles Wharton.
Cleared at Baltimore for this port, 21st schr Creole, Cromelier.
Cleared at New York for this port, 18th brig Zipporah, Marine.
Up at Baltimore for this port, to sail on the 1st November ship Ulysses, Kennedy.

WANTED—A young man, lately arrived in this city, and who has a general knowledge of French and English, offers his services as French Translator and Writer—Apply at this office. Oct 29—3t

For Manchester, Yazoo, Vicksburg, Grand-Gulf Natchez, and intermediate landings—The fast running Steam Boat BEONA, Glover master, will positively leave on Friday next, the 1st inst—For freight or passage apply on board, or to TOURNE & BECKWITH, No 26 & 28, New Levee street. oct 30

FOR LIVERPOOL.
The A 1 ship HAMILTON, Balls, master, will shortly sail for the above port. For freight or passage, apply to F. PERRET & GALLY, 59 Toulouse st. nov 4

FOR SALE FREIGHT OR CHARTER.
The schr LUCY ANN, of Baltimore, registers 93 tons, and carries 550 barrels; she is two years old, built of the best materials, copper fastened, and newly coppered, sails remarkably fast; she is in every respect a faithful built vessel. Apply to the captain on board, between Bienville and Customhouse streets, or to HARRISON, BROWN & CO. nov 1

FOR TAMPICO—The schooner LAFAYETTE, Capt. Williams, has freight or passage, apply to the captain on board, or to A. BARON, Hospital street. oct 30

FOR RIO GRANDE, to go in the river—The schooner PASSAIC, Capt. Dupeire, having part of her cargo engaged, will have despatch. For balance of freight or passage, apply on board, or to A. BARON, Hospital-st. oct 30

FOR FREIGHT OR CHARTER.
The remarkably fast sailing copper fastened and coppered A. 1. brig JOHN A. ROBB, captain Bennett, 273 tons register, and in first rate order for a voyage. Apply on board, opposite post No. 71, or to HARRISON, BROWN & CO. oct 29 117 Royal street.

FOR PORT AU PRINCE.
The new substantial fast sailing copper and copper fastened schr MARY & FRANCES, Johnston master, having three fourths of her cargo engaged and going on board, will sail in all the next week for balance of freight or passage having superior accommodations, apply on board opposite the Bank Office, or to HENRY LAPLANCHE, No 70, Chartres st. oct 28

FOR LIVERPOOL.
The A 1 barque HARLEQUIN, Ashton, is ready to receive cargo, for freight, apply to capt Ashton on board or to BENJ. BOOTH & CO. oct 28

FOR HAVRE.
The French ship ZILIA, captain Lavallée, will sail shortly for the above port. For freight of 150 bales cotton, or passage, apply to FR. PERRET & GALLY. oct 25

FOR FREIGHT, either to Matanzas or Apalachicola.—The fine fast sailing schr. MORNING