COMMERCIAL.

LATEST DATES.

New-York	june 30	Boston	june 29
Philadelphia	30	Baltimore	july 2
Charleston	july 6	Washington	1
Paris	may 24	Liverpool	may 24
Havre	26	London	23

SALES OF COTTON ON SATURDAY.

60 "	Mississippi	15¼
[illegible] "	do	15¼
50 "	do	15¼
[illegible] "	do	14

From the N. Y. Jour. Com. June [illegible] 1 P. M.]

[illegible] Market—Western Flour is looking up; Southern [illegible] off slowly; Georgetown is small lots at $7 75 [illegible] Richmond county has sold at $7 50 A prime lot [illegible] bushels Foreign Rye brought to cents, which [illegible] improvement. 7600 bushels Southern Corn, [illegible] order, sold at 50 a 60 cents. Corn is dull. Cotton [illegible] slowly and steadily. Bills on England are 7½ [illegible] on France, 5f 27½.

NEW YORK MARKET, June 29

[illegible]—There has been a fair inquiry since our last [illegible] material variation in rates. We notice sales [illegible] St Domingo, at 11 3-4; 150 Laguira 13; 50 do [illegible], 12 1-2 a 3 a 600 Brazil, 11 1-4 a 12; and 150 Maracaibo, 11 1-2 a 12 cents. Another sale of 5000 [illegible] Brazil, takes place a month hence.

Cotton—The packet ship France has arrived from [illegible] since our last, but brings nothing later than the [illegible], before noticed. The demand here continues [illegible] not very extensive; fine qualities are held [illegible] firmly and obtain full prices, but middling and inferior are rather neglected. The sales from 25th to [illegible] amount to about 1500 bales; embracing [illegible] Florida at 15 a 19 1-2 cents; 500 Uplands, 15 a 19 [illegible] Alabama, 16 a 20.

There have been no arrivals.

Total import since 1st inst.	20,476 bales	
Export from 1st to 23 inst.	19,381	"
Export from the United States, since 1st October last,	901 218	"
Same time last year,	849,173	"
Same time year before,	899,645	"
Total [illegible] since 1st October last,	1,277,246	"
Same [illegible] last year	1,203,079	"

Dyewoods—The market continues nearly bare of Logwoods: other descriptions generally, are rather [illegible], and in but little demand.

Lead—500 pigs New Orleans sold yesterday, at $7.8 [illegible] per lb. 4 mos., 1 per cent. off; and the market is [illegible] supplied with the description.

Sugars—Muscovadoes have continued in pretty active demand, but prices for all descriptions have rather a downward tendency. We notice sales of 4 a 300 [illegible] Porto Rico at 9 1-4 a 10; and a few 10 1-4; [illegible] St Croix, 11 a 12; 3 a 400 boxes brown Havana, [illegible] a 10; and 3 a 400 white Trinidad, 12 a 12 1-4 cts. [illegible] auction, 5000 loaves Refined, 14 a 15 1-4 cents, 4 [illegible].

Tobacco—About 30 Hhds prime Kentucky sold at 9 [illegible] and, by auction, [illegible] bales Cuba, 15 a 22 1-2; 5 [illegible] Domingo, 14 3-4, S. S. and 48 hhds Kentucky un[illegible], 3 1-4 a 7 3 8 cents; 2, 3, and 4 mos.

Freights—We have no change to notice. Cotton is [illegible] Liverpool at 5-16d for sq are, and 3-8 for round bales. To Havre the rates remain as quoted.

Exchange—Since the sailing of the packets of the 24th, [illegible] of importance has been done in Foreign Bills, and we have no variation to notice.

NEW YORK, June 29.

Wednesday evening, June 29.—Unexpectedly the [illegible] market is very dull to-day, all descriptions have [illegible] United States Bank still keeps firm: Delaware down to 100¼—sales in Philadelphia yesterday at [illegible] Morris Canal dull at [illegible] sales of Atlantic Marine [illegible]; Mohawk R R [illegible] L Island 90. Money is [illegible]

SALES—June 29.

AT THE NEW YORK EXCHANGE BOARD.

[illegible] shares U S Bank	s 60 days	126¼
" "	opening	126¼
" "	b 10 ds	126¼
" N O Gas,		105¼
[illegible] at the New York Stock Exchange, June 30.		
[illegible] shares U S Bank,		126¼
" "	b 60 ds	127
Sales of Stock at Philadelphia, June 20.		
[illegible] shares U S Bank,		126¼
" "	opening	126¼

BOSTON MARKET, June 28

Flour—The market is [illegible] sales are more limited; Genesee stands $7 5[illegible] a 7 50 for common brands, other [illegible] nominally higher; but few small sales. [illegible] remains about the same, with a fair demand. [illegible]—sale of Havana and Matanzas, for distilling, [illegible] gallon, 6 mos.

From the Georgetown Metrop. of Thursday 30th]

Flour—The article is still on the advance. We [illegible] a sale yesterday of 500 bbls of a favorite brand; [illegible] also several [illegible] of stored Flour, at 7 25. To[illegible] it is selling at 7 [illegible] for good brands; we therefore [illegible] our quotation to $7 25 a 7 37½

SAVANNAH, June 30.

Cotton—Arrived since 23d instant, 1370 bales Upland [illegible] bales Sea Island, and cleared in the same time, [illegible] Upland, and 323 bales Sea Island; leaving a [illegible] hand, inclusive of all on ship board not cleared [illegible] 30th instant, of 7124 bales Upland, and 271 bales [illegible]. In Upland there has been very little doing, [illegible] have no change to notice in prices. The sales [illegible] week amount to 534 bales, at the following [illegible]—12 at 15; 31, [illegible]; 91, [illegible] 17½; 60, 18; 13, [illegible]; 53, 19; [illegible]; 10, 19½; 25, 19¼; 55, 20. [illegible] Islands the sales have been limited at 32 to 40; [illegible], at 23.

Statement of Cotton, June 29.

	Uplands.	S Island.
[illegible] on hand 1st Oct.	871	156
Received this week,	1870	3
Received previously,	223857	9694
	226598	9853
Exported this week, 7450 [illegible]		
do previously, 212324 [illegible]	219174	9582
[illegible] on hand, including all on ship board not cleared on the [illegible] instant,	7124	271

[illegible]—The sales of the week will amount to about [illegible] at from 3 25 to 3 50.

BALTIMORE MARKET, July 1.

Coffee—In Rio there is but little doing. Sales in [illegible] parcels to the trade, in an aggregate of 500 [illegible] bags to have been made at 12 a 12½ cents. A [illegible] of 350 bags St Domingo was sold for export, at 11½ a 12 cents; that at the latter price being prime [illegible]. Sales of 200 bags to the trade, at 11½ cts. [illegible] Laguira at 12½ cents.

Cotton—A considerable parcel of Mobile was sold at [illegible] 13 cents.

Exchange—Sales of bills on England for the last [illegible], were made at 8 per cent. premium, for cash. We quote bills on Paris, at f5,[illegible].

Flour—The market for all descriptions has been unsettled for the last ten days or a fortnight, with a continually upward tendency. The advance in prices is [illegible] to the very limited receipts which arrive at market, to the trifling stock on hand, and lastly to the now [illegible] received opinion that the crops of wheat [illegible] very materially short of an average yield.

Molasses—A cargo of 250 hhds and 18 tcs Matanzas, was sold on Tuesday at 32½ a 36¼ cts. [illegible]

Provisions—Mess pork has declined a shade: we [illegible] sales of 300 bbls, at $22 per bbl. We quote prime [illegible] Beef remains without change. [illegible] Bacon [illegible] in demand. Sales [illegible] to a considerable extent were made during the week at 10 10½ a 11 cents, according to quality; the latter price being [illegible] very prime lots only. We quote prime Western [illegible] at 12 a 13 cents, Middlings at 11 cents, and [illegible] at 10 cents. We hear of no transactions in [illegible]. The inspections of the week comprise 53 bbls [illegible] kegs Butter, and 68 kegs Lard.

[illegible]—The sales at auction comprise 150 hhds, 75 [illegible] Porto Rico, at $9 20 a 10 50; a parcel [illegible] Croix at $10 25 a 11 35; and about 100 [illegible] at 9 55 a 10 70. We note sales by private [illegible] of 100 boxes brown Cuba, at 9 75, and parcels [illegible] at 11 a 11 cents.

Tobacco—Owing to the smallness of the receipts during the week, the business in Maryland Tobacco has [illegible] limited, and holders showed less disposition [illegible] the prices of last week. The market at [illegible] settled. A moderate business was done [illegible] without variation from former rates. The inspections of the week comprise 322 hhds Maryland, [illegible], 6 hhds Virginia, and 2 hhds Pennsylvania, [illegible] hhds.

Whiskey—The market until yesterday has been dull [illegible] for hhds and 34 for bbls. To-day it is firm [illegible] for hhds, and bbls are wanted at 34 a 34½c. [illegible] price of bbls is 30 a 31 cents exclusive of [illegible]. The inspections of the week comprise 66 hhds [illegible] 150 bbls; of which 66 hhds and 367 bbls were [illegible] the Susquehanna.

RICHMOND, June 30.

[illegible] Tobacco market there is no variation in price, [illegible] consequence, for a week. The inspections are [illegible]

[illegible] is pretty saleable at $7.

GRAND GULF, July 14.

[illegible] Mississippi is 15 feet below high water mark of [illegible], and 23 above low water mark of 1836; having [illegible] but little during the week. We wish our [illegible] the type, in towns along the river, would register [illegible] week the number of feet, as near as may be, [illegible] stands below high water mark. It [illegible] of great utility in making comparisons in [illegible] course.

MAYORALTY OF NEW ORLEANS.

The price of fresh flour being this day $5 50 per barrel, according to the tariff, the bakers must [illegible] the ensuing week (commencing on Monday [illegible] 18th instant,) 14 ounces of bread for a bit. The [illegible] which are sold at one bit for three loaves, are required to weigh 25 per cent more.

july 18 DENIS PRIEUR, Mayor.

HANDSOME PROPERTY,

SITUATED AT BELOXI—FOR SALE EITHER AT PRIVATE SALE, OR AT AUCTION.

This property consists of [illegible] arpent in front on the sea shore, by twenty arpents in depth, situated in the most central part of the village, and opposite the [illegible] two wharves; on which is built [illegible] frame house, entirely new, and lately [illegible] taste, ready for the reception of a family. The house is built on stakes and consists of [illegible] apartments, two of which are built [illegible] feet [illegible] high, lined with yellow pine, and [illegible] feet by 10 having a gallery before [illegible] flooring is all cypress and jointed. In one [illegible] property is in perfect order and condition.

The above property is bounded on one side by that of Mr. John Delaunay, and on the other by that of Mr. G. Brunett—it is also cleared two and a half arpents [illegible] one arpent of which is enclosed by palisades, in the middle of which is built the house.

The plan is now at the Exchange.

If the property is not sold between this and the [illegible] at private sale, it will on that day be sold at auction, at Hewlett's Exchange, by F. Guillet & Delery, public auctioneers.

☞ For further particulars, apply to Mr. G. Bennet, No. 60, Ursuline street, who will remain until Sunday; after that, to himself at Beloxi. [illegible] july 15

200,000 PAVING AND BUILDING BRICK, of good quality, for sale by WILLIAM BOMAN, Old Basin, No 168

j30

THE BEE.

PRINTED BY J. BAYON.

Printer of the State, General Council, and of the First and Third Municipalities.

DAYS OF PUBLICATION—MONDAY, WEDNESDAY, FRIDAY AND SATURDAY.

NEW-ORLEANS:

MONDAY MORNING, JULY 18, 1836.

FOR PRESIDENT

M. VAN BUREN.

FOR VICE PRESIDENT

RICHARD M. JOHNSON.

"I prefer that not only you, but all the people of the United States, shall now understand that if the desired [illegible] portion of them which is favorable to my elevation to the chief magistracy should be gratified, I must go into the presidential chair, the inflexible and uncompromised opponent of any attempt on the part of Congress to abolish slavery in the district of Columbia against the wishes of the slave holding states; and also with the determination equally decided to resist the slightest interference with the subject in the states where it exists."—Martin Van Buren.

MR. MADISON.

Another of the illustrious patriots who laid and cemented, by untiring efforts in the cause of the rights of man, the foundation of our free institutions, has gone down to the grave, full of honor, as of years. He was born in Virginia, March 17th, 1751, was a member of the Legislature of that state 1775; one of the council of his native state, 1776; member of the Congress of the Revolution, and of the Convention which framed the Constitution of the United States; one of the contributors to that celebrated work, the Federalist; elected a member of the First Congress, in which body he remained several years; made Secretary of State under Mr. Jefferson, March 5, 1801; in 1808 he was elected President of the United States, and inaugurated March 4, 1806; elected again in 1812; retired to private life at the close of his last term, where he has lived usefully and happily, with the prayers of a grateful people for his legacy.

"Identified as he was with the origin of our Government and the glorious impulse which imparted the happiest movement to the workings of the federal system, it is appropriate that the national authorities should commemorate the event. No act of the Government however, can add to his honors. He received the highest from the people themselves, and his best eulogy is already written in the history of his country."

ELECTION RETURNS.

The opposition papers from the country appear to be considerably chafed at the results of the election; some fume at a round rate, particularly the 'Olive Branch'—others take their defeat more coolly. But what astonished us the most was, to hear the leading opposition paper of the state, 'hollow before they were out of the woods.' It is quite a pity they did not 'delay' a little longer, and then their 'hasty glee' would have sounded less ridiculous. 'To tame' the flights of fancy in which the Whigs have indulged, 'we subjoin a statement of Senators and Representatives elected,' revised and corrected, for their especial benefit:

SENATE.

There were eight Senators elected this year from the following district and counties:

Fist District,	——	J Marcel Ducros
3d	do	Charles Derbigny
4th	do	Felix Garcia*
5th	do	Jeans Armant
17th	do	Larry H Moore*
10th	do	Jacques Dupre
11th	do	—— Wynn*
14th	do	John Briscoe

HOUSE OF REPRESENTATIVES

Plaquemines,	Thomas M Wadsworth*
St Bernard	P A Durcos
New Orleans	J Slidwell,* J F Frere, J Forstall, George R Ro[illegible], [illegible] R [illegible], J M Kennedy,* and L A Canon*
Jefferson	Edmond Soniat
St Charles	A'cée Labranche*
St Jean Baptiste	E Chenet
St James	Webre & Goldberry*
Ascension	Duncan F Lenner, A Landry
Assumption	A Tuezillo
Lafourche interior	Charles Coulon, Mathurin Bourg, and Abuin Thibodeaux
Terre Bonne	Henry C Thibodaux
Iberville	M Lambremont*
W Baton Rouge	Victor Patin*
E Baton Rouge	D D Avery and M Sloan
E Feliciana	T Lawson and Col Enson
W Feliciana	Alex Barrow and R Haile*
S Helena	Hillary Kemp
Livingston	Francis Bickham*
Washington	W L Breed
St Tammany	John McDonnell
Point Coupee	Charles Poydras
Concordia and Carroll	Not heard from
St Mary	J P L Briant
St Martin	Not heard from
Lafayette	A Mouton,* Robert Cade,*
St Landry	Wm Moore, James Morgan* and Abram H Andrus*
Avoyelles	* Not heard from
Rapides	" " "
Natchitoches	" " "
Claiborne	" " "
Catahoula	Truman Phelps
Ouachita	Oliver J Morgan

* Those marked with the asterick are Van Buren members.

Not so fast Mr White's organ, if you please—you have not elected Judge Porter yet—and now suppose we sum up the returns so far as heard from. There are seven members still unknown, four of them are thought to be in favor of Martin Van Buren. Three Van Buren Senators are elected, to which may be added the three whose term has not yet expired—as can be shown, the house will contain twenty-nine Representatives as heard from, making on joint-ballot thirty-eight. 'We can congratulate the State on this' truly democratic 'result.'

TEXAS.

By the arrival of the Julius Cæsar we learn that an express had arrived (before they sailed) from the Texian army, which states that the Texian spies had been as far as the Rio Bravo and reports that the Mexicans were not to be found. The armies under Lamar and Rusk are daily increasing and anxious for battle. That the Texian schooner Brutus, Capt Hurd, was blockaded at Matagorda by the Mexican armed brig Vencedor de Alamo—(Paragon.) The Texian Steamboat Ocean having in tow the armed schooners Invincible, Union, Revenge and W R Robbins, was on the eve of departure to capture the said Mexican brig The Ocean takes volunteers to assist in the capture of the brig—she has cotton bales to protect her from the shot of the brig. Gen Santa Anna has sent despatches to the President of the U S under cover to Gen Gaines, requesting the interference of the government to act as mediator between Texas and Mexico; states that the Mexican government should acknowledge the Independence of Texas as that country is forever lost to them. The Mexican Army is supposed to be at Matamoras and decreasing daily by desertion owing to the scarcity of provisions, &c. The Texian government have released the American schooners Watchman, Fanny Butler and Cumanche and paid capt. Murray of the Watchman his freight and 50 dollars a day demurage, the other schooner was paid or secured to be paid previous to their leaving for Orleans. The Julius Cæsar reports a New Channel to have been formed on the Brazos Bar with 8 feet water.

A letter from our Washington correspondent, dated June 25th, concludes with the two following paragraphs:

"Some of the Texian ministers are here, [illegible] I presume, to the recognition of the independence of that Province. Mr. Carson, Secretary or ex Secretary of State, I saw yesterday. The President has sent a message to the Senate, in compliance with a resolution of that body, stating that a want of accurate and detailed information on the condition of Texas, will prevent him from deciding upon the course he will pursue in relation to the newly declared government. The Committee on Foreign Relations, will, therefore, most likely, hold back their report, or will not think it expedient to recommend any measure for the action of the Senate, till after this information shall have been communicated.

The bill for the organization of the Navy, which provides for the appointment of one Admiral, one vice Admiral, three rear Admirals, and 350 first Lieutenants, instead of second Lieutenants, has passed the Senate, much to the gratification of the officers of the Navy. This is a measure they have long been anxious to see adopted, that they might be able to rank with the Naval Officers of Foreign Powers, when in Foreign Ports, and have some higher official rank than has heretofore existed in our Navy, to which they could aspire. Should the bill pass, the officer entitled to the rank of Admiral will be Commodore Rodgers, the oldest captain in the Navy, and he is almost superannuated, though not very old. His memory is very defective, and his mind quite feeble. He acts as one of the Commissioners of the Navy Board, but is now rather inefficient. In relation to this board, the impression is that it is as useless as the fifth wheel to a carriage, and should be abolished, especially in time of peace. If not abolished, its duties should be specially defined, to prevent it, as it is too often does, from coming into conflict with the Secretary of the Navy, who is generally a cypher or mere non [illegible] in the hands of the Board.

In a conversation [illegible] citizen of South America, to-day, he states it as his opinion that if the United States shall recognise the independence of Texas and admit it into the Union, the whole of the South American States will unite and make common cause against that Province, and restore it to Mexico; and that he should not be surprised if even the whole

of Europe should feel so indignant at this breach of national faith as to assist Mexico in reconquering Texas. It will, he thinks, be looked upon as another partition of Poland. This is a prophecy that may never be realized—but I give it as worthy of reflection.

The Senate has been occupied to-day on the Land Bill, the object of which is to grant 500,000 acres of land to the new States. In the House they have passed the bill relating to the Smithsonian legacy, and a number of other local bills."

CONGRESSIONAL.—The Harbor Bill has been pushed through the House, by the frequent application of the "previous question." The subject of Texas was to have been considered on the 1st instant. The proceedings are brought down to the 30th ultimo—nothing calculated to advance the interests of Louisiana, unless in a remote degree, has met our eye.

FLORIDA.—We learn from St. Augustine, that Major Julius F. Heileman, of [illegible] Regiment of the United States Artillery, commanding the posts on the west of the St. Johns, who had on the 25th June, been raised to a Lieutenant Colonel, for his gallant conduct in the action of the 9th, near Micanopy, died at Fort Drane on the 27th.

From the Garrison of St. Johns we have the most disastrous accounts—Of 240 men, 130 were sick, among whom were 4 officers out of 10.

At the post at Gregory's Ferry, there were near 50 families in the interior, all sickly, and from two to four dying daily from chills, feavers and the measles.

The buildings at Fort King, which had been abandoned, have since been burned by the Indians.

LOSS OF THE STEAM BOAT WATCHMAN.

The steam boat Watchman, Capt. Gabaroche, hence for Lafourche struck a snag in bayou Plaquemine, and sunk. The boat, cargo and bar keeper lost. Passengers and crew saved.

A Noble Undertaking.

By the New York American, we learn that a company of gentlemen from Boston, New York and Georgia, have obtained a liberal and perpetual charter from the Florida Legislative Council, and from the Legislature of Georgia, for a rail road between St Marks, on the Gulf of Mexico, to run across the Isthmus of Florida, and fall on the Atlantic Ocean at Brunswick, in Georgia, via Colerain, upon the St Mary's river—the distance but one hundred and eighty miles. If we are not very forgetful, it is nearly the same route that was thought of for a ship canal, a year or two since; the advantages of which were amply set forth at the time.—In our opinion, the former enterprize is far superior to the latter—the country we think better adapted to a canal than to a rail road—yet it is affirmed, that there is not another route in the United States where a double track of rails can be laid down for 180 miles, at so small an expense, and still fraught with so great advantages. The following will be found interesting upon the subject: 'It will form a complete national sea-board route, principally inland, from New Orleans, via St Marks and Brunswick, to the city of Washington, Baltimore, Philadelphia, New York, Boston, and Portland, as will be perceived by reference to the large map of the United States.

By this route, with steamboats of speed from from N Orleans, through lake Pontchartrain, via Mobile, Pensacola, St Joseph's and Apalachicola, (all upon the route) to St Marks, and steam packets from Brunswick, to belong also to the rail road company, passengers and the heavy mails may be transported with comfort and cheapness, upon the most direct line from N Orleans to New York, in six days, and at the same time, have the national advantage of the superior port of Brunswick for heavy shipping—in regard to the agricultural and commercial facilities of the rail road to St Marks, back and north, with the western states concentrating their commerce upon the [illegible] Gulf of Mexico. Ships of from 700 to 900 tons [illegible] from sea, heavy [illegible] wharves at Brunswick [illegible] harbor [illegible] sixteen miles, with any wind having westing in it; [illegible] is completely land locked, [illegible] storms or gales, but the situation of Brunswick is the most beautiful and healthy of any port in the Southern States.

Including the short [illegible] at communication from Pensacola to St. Marks, inland, it will be perceived that this route, for a double track of rail road, will form the best possible national thoroughfare across the Isthmus of Florida, with a Naval rendezvous at one end, (Pensacola) and what will ere long have to be made a National rendezvous at the other end, (Brunswick): between which—the two most important points, as to Naval and Marine advantages, south of the capes of Virginia, for the protection and defence of the southern and western states,—troops, ordnances, munitions, and provisions, in time of war, might be transported, and vice versa, as exigencies might require, at a moment's warning; to meet an enemy upon either side of the Isthmus, for the defence of Florida and the Western States, or Georgia and the Carolinas.

This Brunswick and St Marks rail road will no doubt, meet the general approbation of Congress; and it is probable an application will be made to them respecting it, before it is completed.

It is proper that Congress should have some agency and co-operation in a work of such national importance, especially on that part within the limits of Florida; and should it be required to complete the enterprise, they will, no doubt, subscribe for a reasonable portion of the stock, to be located and expended upon that end of the route, between St Marks and the Florida line.

It is believed that the capital stock of the national route for a double track rail road (commencing with a single track, which will facilitate the work of laying down the other,) will be liberally met by capitalists, merchants and men of enterprise, in Boston, Portland, Providence, New York, Philadelphia, Baltimore, Mobile and New Orleans, and by the General Government if required.

It will at once be seen, by reference to the map of the United States, that the extra sailing distance from the latitude of Brunswick, of 1500 miles to New Orleans, and the extra time, expense, and exposure and shipwrecks, from the northern ports, for the numerous coasting and European vessels, trading to and from the Gulf of Mexico, by way of the Bahama Islands and coast of Cuba, will be dispensed with by means of the rail road from Brunswick to St Marks, thereby cutting off the present long, circuitous and dangerous route by sea, round the peninsula of Florida, and preserve the lives and property of thousands of our northern and southern countrymen from shipwreck, and future piratical depredations along the coast of Cuba.

The annual losses now sustained by the Insurance Companies of the country, upon the coast of Florida and the Bahama Islands, is estimated above half a million of dollars per annum, and perhaps, an equal amount lost by individuals not insured, exclusive of the loss of lives.

The above rail road will unite the common interests and national defence of the Southern Atlantic and the Western States, and Florida in time of war, and at the same time afford an [illegible] and perpetual source of commerce and quick transportation of passengers and the mails, between New York and the northern cities, and New Orleans, both in time of war and peace.

APPOINTMENTS BY THE PRESIDENT,

By and with the advice and consent of the Senate.

[illegible]

Robert W. Wells of Missouri, to be Judge of the United States for the district of Missouri, in the place of James H. Peck, deceased.

JAMES MADISON IS NO MORE.

The last of the great lights of the Revolution, the brightest [illegible] of the pillar of [illegible] the Revolution [illegible], and the [illegible] of a wise, regular, stable, and consolidated Government, this pure and beautiful and benign light has at last sunk below the horizon, and is quenched forever in this world. Glorious indeed has been its long course and though no more to be seen, it has left a radiance in the firmament at which his country will long gaze with admiration and gratitude.

For more than thirty years, the name of James Madison has, more than that of any other living man, been associated, in the mind of United America, with the principles and the fabric of our Government. He was the principal architect in its construction, if he did not lay its corner stone. He lived to see it endure many trials, survive great dangers, and to promise endurance for ages.

He died on the morning of Tuesday, the 28th of June. He was born on the 16th of March, in the year 1771, and was, of course, when he died, of the patriarchal age of more than eighty five years.

His end, visibly approaching for some days before, was such as that of a great and good man ought to be. His faculties, undimmed, till his latest hour, he expired without a struggle, free from pain, free from regret, and from cause of reproach.—NAT. INT.

MR. MADISON.—The death of this illustrious man was communicated by the President, to Congress, yesterday, in a message. 'Identified as he was with the origin of our Government, and the glorious impulse which imparted the happiest movement to the workings of our federal system, it is appropriate that the national authorities should commemorate the event. No act of the Government, however, can add to his honors. He received the highest from the people themselves, and his best eulogy is already written in the history of his country.—GLOBE.

GENERAL ORDER.

NAVY DEPARTMENT, June [illegible]

To the officers of the Navy and Marine Corps.

The President of the United States with deep affliction, announces to the Navy and Marine corps the death of [illegible] statesman and patriot James Madison, [illegible] of the United States, who died at Montpelier on the morning of the 28th instant.

As a testimony of the high sense of feeling by the loss which our country has sustained in the death of this great and good man, and in which the Navy and Marine corps participate with the whole American people, the President directs that funeral honors be paid to him by the vessels of the navy in our own and foreign ports, by wearing their colors half-mast, for one week; that twenty-one minute guns be fired at each navy yard and all [illegible] vessels in commission, at 12 o'clock, M., on the day after this order shall be received; and that the officers of the Navy and Marine corps wear crape on the left arm for six months.

MAHLON DICKERSON.

(From the Donaldsonville Advocate.)

JUDGE LYNCH.—The omnipotent, unomnipresent personage, [illegible] in the village on the 9th inst, some say he [illegible] steamer Columbia, others by the [illegible] moon, sliding down on a rain[illegible], but the [illegible] truth not known. He inflicted corporal punishment on a [illegible] (name unknown) by the application of a brick [illegible] whip twenty-five times across his naked back, for having disturbed the hitherto quiet village of Donaldsonville by celebrating, in connection with two or three dozen colored persons, the massacre of the whites on the island of St Domingo; and for refusing and insulting the proper authorities when they demanded him and the inmates of the house to disperse, as the neighbors found it impossible to sleep, from the noise occasioned from the firing off of pistols, crackers, &c. This happened about two o'clock in the morning. Also, on the same morning, at about nine o'clock, the Judge held his court back of the state house, and condemned a free colored man, named Alphonse alias Francis Caiserguer, from St Domingo, and the instigater of the celebration, to receive fifty stripes. The said Alphonse seized, and violently pushed from off the door steps of the house in which the celebration was held, the mayor of the corporation, because he commanded the peace, which enraged the citizens against the delinquent to a considerable extent, and induced them, in connection with the named incendiary celebration, to punish him and his accomplice as above. The white man was ordered to quit the town within twenty-four hours, and the colored man, in consideration of his property, which is considerable, was ordered to leave the Parish in thirty days. A meeting of the citizens was afterwards held and Resolutions were passed approving of the proceeding of the persons who inflicted the punishment.

New York, June 30.

Another new Line of packets to Liverpool.—We understand that one of our enterprising merchants is now building several new ships, intended for a new line of Liverpool packets. They are to be ships of the largest class, upwards of 800 tons, and of the most costly description. This is another evidence of the increase of trade, as well as the spirit of enterprise that prevails. The present ships leave four days in each month; when this is completed, there will be five.

The Steamboat Novelty.—The Albany Daily Advertiser has the following upon the subject of the steamboat NOVELTY, which was made the subject of the recent experiment on the application of anthracite to steam navigation.

"This vessel arrived at our wharves on Thursday evening, from New York, after a twelve hours passage against wind and tide, and without having added any thing to her fires for the last thirty miles of the trip.

The experiment is one of a national character and is of immense importance. The increase of steamboats on our principal Atlantic rivers, must produce a corresponding demand for wood and at no distant period this will be an item of expense of serious moment to all concerned. It has therefore been most anxiously inquired, whether coal could not be substituted in the place of wood, and to this the enterprising proprietors have for some time turned their attention. They now offer in the Novelty, the result of their experiments and experience.

The former engine is retained, with the addition of a smaller one, which is used [illegible] of the Engineer, but chiefly to supply the boilers, while the larger engine is lying still, or the boat is at a wharf landing passengers. There are eight coal furnaces, like that with Dr Nott's circular grates supplied with Anthracite [illegible] top of a brick arch through an opening [illegible] purpose. The first is kept up [illegible] which [illegible] the chambers [illegible] saving in [illegible]

[illegible]

It is found that 19 or 20 tons of Lackawanna Coal will drive her through, and this is the crux of the experiment. An [illegible] saving is thus effected in the price of fuel. This alone will give a profit of from $15 to 18,000 in a single season!

The machinery has been unavoidably adapted to the form of the boat, whereas the boat should be designed for the machinery it is to carry, and then all future operations will be duly considered, to the increased advantage and benefit of the owners.

Burning of Cotton Vessels.—We have to-day to record another of these misfortunes. They have become so frequent as to be matter of serious consideration with underwriters, and [illegible] to counteract the good opinion they have been accustomed to entertain of cotton, in reference to general average. Several cargoes have been burned within the last year or two, [illegible] well as property, the fire generally originating [illegible] and supposed to be spontaneous. Two or three ships have ignited shortly after leaving port. They have been brought to attract the most watchful attention of those who have the charge of putting up cotton in the bales, or stowing it on ship-board. It is well settled that either water or oil mixed with cotton will produce combustion, and to one of these causes, we presume, most of the disasters of this kind are referred. Even the small quantity of grease put on the screws which are used in compressing cotton, may be sufficient to produce a fire which shall destroy a whole cargo, and perhaps the lives of all on board. Soap answers every purpose as well as grease, and certainly with so important interests at stake, the latter ought never to be used.

Destruction of Brig William Osborn.—Brig William Osborn of Portland, Capt. Manners, commenced loading cotton at Apalachicola, May 19th, and continued receiving and storing until June 10th; at half past ten o'clock the morning of that day, smoke was discovered issuing from the hold. The men were ordered below, and broke out a bale of cotton under the main hatch, which was found very warm. Unable to extinguish or get at the fire, the colors were set at half mast as a signal of distress, and the hatches were all corked down. A steamboat soon came and towed the brig into shoal water, by which time it had become too hot on board for the crew to remain, and she was abandoned. At one o'clock she was a volume of flame. The fire is supposed to have originated from spontaneous combustion. The William Osborn had on [illegible] about six hund[illegible] bales of cotton. The whole [illegible] fifty thousand dollars. The cargo is insured in Wall street, and the brig [illegible] at the eastward.

From Bicknell's (Philadelphia) Reporter

LOOK OUT.—A large number of counterfeit five dollar notes, purporting to be on the branch of the United States Bank at Nashville, have recently been put in circulation in this city. They are mostly made payable to the order of different persons, and are endorsed A Van Wyck. Those which we have seen are coarsely executed.

We have received files of the Calcutta English-man, to February [illegible], but they do not appear to contain any thing of great interest. We give from them the following summary.

Smuggling in salt is carried on to a great extent in the neighborhood of Rhotuck.

An American [illegible] to the "English[illegible] Committee" the judicious [illegible] United States and West Indies [illegible] "indispensable luxury"

[illegible]

A new printing press [illegible] invented [illegible] The following are the advantages which [illegible]

1st. Much less machinery being necessary to gain all the required movements consequently, not so liable to get out of order—and when out of order much easier repaired.

2d. It will work with so little power that a boy may operate with it.

It will cost much less to build, probably one third, than any other power press.

4th. It has a new article for taking on and off its own paper, in a superior manner; and the inking rollers are thought to be improved upon New York paper.

Council of the First Municipality.

Sitting of Friday, 15th July, 1836.

The council met agreeably to adjournment

A call of the members being made, were present: Messrs Armas, Bouligny, Buisson, Canon, Cougot, Duplessis, Graihle, Guillot, High, Johns, Lafargue, Laurent, Coison, Pedesclaux, Gardette, Wilcox, Stringer and Brusle.

The members absent were Messrs Bertus, Cruzat, Lesseps, Pichet and Pitot.

On motion, the absence of Messrs Bertus and Pichet was excused

The journal of the last sitting was read and approved.

A letter was read from the mayor, bearing this date, informing the council that in consequence of the reasons alleged by Mr Bourgerol, surveyor, and Mr Hoffman, president of the Nashville rail road company, he refuses his sanction to a resolution relative to the adoption of a plan presented by Thomas Barrett, Esq.

The letters of Messrs Bourgerol and Hoffman being read, the council adhered to the mayor's observation. Mr High requested that this subject be referred to a committee, who will cause to have another plan drawn by Mr Bourgerol.

On motion of Mr Guillot, that part of the motion relative to the obligation enjoined upon Mr Bourgerol was erased, and the motion to refer to a committee was adopted.

Messrs High, Cannon and Guillot were named of this committee.

A letter was read from Mr Crozet, civil engineer, accompanying a sketch of the paving of the intersection of [illegible] street, with the Bayou road

On motion of Mr Buisson, said letter was referred to the committee on paving, who will confer on the matter with the committee of the 3d municipality.

A letter was read from Mr Crozet, civil engineer, in answer to a resolution passed at the last sitting, requiring him to report on the intersection of those streets not graduated and the construction of stone bridges.

New Orleans, July 14, 1836.

To Messrs. the Recorder and members of the City Council of the first Municipality—

GENTLEMEN—

Conformably to a resolution at your last sitting which enacts, That the civil engineer assisted by the surveyor and deputy surveyor, report to the Council at its next sitting, on the intersections of those streets which are not graduated in a proper manner, and also to report if it is not preferable to have stone bridges built.

We have therefore the honour to submit the following report—

There being a great number of intersections of streets which on account of an insufficient inclined plane, water accumulates and becomes not only stagnant but at heavy rains renders the streets almost impassable to those walking. Of this number are Ursuline street at its intersection with Royal, Rampart and St. Claude; also Custom House, Bienville and Canal with their several intersections, principally Rampart street—

In order to remedy these defects, and in consequence of the trifling inclined plane that does not allow any modification of the level, unless carried much farther, it will therefore be necessary to raise and repair the gutters. The graduation of the gutters is a work which requires great care and attention and that will always nevertheless leave something to desire as a remedy on so level a ground where the least obstruction in the construction of the gutters, causes the water to overflow. However if special care is only taken in cleaning the intersections of streets, this nuisance can be easily overcome, particularly in the city proper. From Rempart street unto Claiborne canal the inclined plane is so trifling particularly from the corner of Canal, that even the deepening of the gutters will prove insufficient without the help of the draining engine, and unless these draining engines pump the water from the conduits, it must continue to flow back to the corner of Canal, in heavy rains and over flow, the sidewalks which are much too low.

As to the second part of the resolution, in those wide streets and where the gutters are deep, it is indispensably necessary that the water be drained off under small bridges, which salubrity demands to be of stone, at least the sides of the conduits as it is also inevitably required to have the covering of these bridges done in wood on account of not being able in every case to give these bridges a sufficient elevation to be covered in stone and moreover of the facility of moving the planks for cleaning thereunder. In the square of the city where the streets are narrow and the pavement has but little elevation, many inconveniences result from those bridges. The most serious one is, that all vehicles, having but small room in turning corners, are exposed to have a wheel [illegible] in the opening left between the sidewalk and the bridges, by which frequent and serious accidents might result—Moreover the little elevation does not allow a great span to these bridges and the little inclined plane existing will make them more easily obstructed. From this last cause must also result the stagnation of water; a failing common to those of wide streets.

The deleterious effect of this stagnation can only be remedied by a frequent cleansing and a great deal of attention.

Experience only can determine whether these inconveniences which I have above enumerated will be more felt than those which now result to carriages and foot passengers from the present hollow gutters. If the Council would decide on making a trial to that end, the danger to carriages and all vehicles might be obviated by having curbs placed and extending the top of the bridges up to the foot pavement.

The above report is respectfully submitted to you.

C. CROZET,
Civil Engineer.

Whereas the questions submitted to me by the Council, will require a careful examination on my part, which my pressing occupations have not permitted to make, I request the Council to dispense me thereof

BOURGEROL

On motion of Mr Buisson, Resolved that the said letters be printed in both languages, and distributed to the members.

A letter was read from Mr Maxant, requesting to retain licence of a cabaret for the balance of the year, at the same rate imposed by the old city council

On motion of Mr Guillot, the above letter was indefinitely laid on the table.

Two petitions were read, one from Charles Murray, the other from J Curry, praying for relief.

Mr High presented a resolution, appropriating $30 to each of the petitioners,

Motion being made for the dispensation of rules, and rejected.

On motion of Mr High, the said petitions and resolution were indefinitely laid on the table.

Mr Canon, Chairman of the committee to whom was referred a letter from Mr Crozet, civil engineer, relative to reparations required to be done on the city fire engines, presented a report, accompanying a resolution recommending an appropriation of the sum of one thousand dollars for that purpose.

Motion being made by Mr Guillot, for dispensation of the rules, was rejected, the said report and resolution were placed for the order of the day at the next sitting.

On motion of Mr Duplessis, the rules being dispensed with,

Resolved, That the mayor is hereby authorized to cause to be paid, that portion that the 1st municipality has to pay, of the expenses incurred for the celebration of the last anniversary of American Independence.

ORDER OF THE DAY.

The council took into consideration the resolutions being the order of the day, relative to the property now occupied by Mr E Blanc.

On the first section, accepting Mr Blanc's proposition of paying $75 a month, Mr Guillot presented the following substitute, which was adopted:

Resolved, That the mayor is hereby authorized to permit Mr Blanc and his family, to occupy the house formerly owned by him, until October next.

The two other resolutions, allowing $75 a month for two years, unto the Catholic Orphan Association of N Orleans, and recalling the resolution of 27th May last, allowing the use of the house formerly belonging to Mr Blanc to the said Association for two years

On motion of Mr Canon, were indefinitely laid on the table.

The yeas and nays being demanded by Mr Canon there appeared in the affirmative—

Messrs Bouligny, Canon, Duplessis, Graihle, Guillot, Lafargue, Pedesclaux, Gardette, Stringer and Brusle. 10 Yeas

In the negative Messrs Buisson, Cougot, High, Johns, Laurent, Coison and Wilcox. 7 Nays

On motion of Mr Buisson, the rules being dispensed with,

Resolved, That the surveyor of the 1st municipality, cause Girod canal to be excavated, so as to give a free current to the water emptying therein

On motion of Mr High, the rules being dispensed with,

Whereas, several white and colored persons are in the habit of bathing in Carondelet canal and the bayou St Jean, contrary to decency: And whereas, general and well grounded complaints are made every day to the authorities of the 1st municipality on such an abuse whereby depriving the citizens of an agreeable promenade, where so much indecency and immorality exists—

It is therefore Resolved, That from and after the date of the promulgation of the present ordinance, neither white nor colored persons, whether free or slaves, will be permitted to bathe in the day time, in any part of the 1st municipality, either in the river, Carondelet canal or basin, or bayou St. John, or any other canal or bayou in the 1st municipality on the public roads, under the penalty of Five Dollars for the first offence, if a free person, and 10 lashes if a slave, unless his or her master prefer paying the above fine. The above penalty to be doubled on the repetition of the offence—one half for the benefit of the informer, on conviction, before the recorder of this municipality, or any other competent tribunal. The mayor is authorized, should he deem it proper, to put in force and execute the preceding resolution, by stationing two of the city guard at different parts; and furthermore, informing the commissaries of police, to attend strictly that all those persons infringing on the present ordinance be brought before the recorder, or any other competent tribunal, in neglect of which, they will be liable to be discharged from their office.

On motion of Mr High, the rules being dispensed with,

Whereas, the water let out of the hydrants for the cleaning of the streets, raises the sand between the stones, thereby occasioning considerable damage to the pavement—

It is therefore Resolved, That the surveyor is hereby authorized [illegible] paved with large sized stones, that part of [illegible] street immediately opposite the hydrants, so as to [illegible] damage to the pavement.

On motion of Mr Laurent, the rules being dispensed with,

Resolved, That the mayor is [illegible] and [illegible], and [illegible] 5th [illegible] Rampart unto Claiborne street.

[illegible]

On motion of Mr Bouligny, the rules being dispensed with—and on amendment of Mr Buisson, it was unanimously

Resolved, That the sum of one hundred dollars be paid, on the mayor's draft, to the president of the Catholic Association of Orphans of New Orleans, every month, until the month of November next.

On motion of Mr Pedesclaux, the rules being dispensed with,

Resolved, That the mayor cause to be placed two gas lamps in the street between the Cathedral and Court houses.

On motion, the council adjourned to Friday next, the 22d inst, at 5 o'clock, P M.

(True copy) D. AUGUSTIN, Sec'ry.

SUGAR.—[illegible] hhds prime [illegible], for sale by SAMUEL THOMPSON & CO, 63 Camp street.

july 18

EXCHANGE—Bills on Paris and New York, for sale by MARTINEAU, CRUGER & CO.

july 18

Carrollton Rail Road.

FROM and after Monday, the 18th day of July, the locomotive cars will leave the car house, corner of Poydras and Baronne streets, every morning at half past 5 o'clock, and continue the other trips as heretofore.

july 18 P CAZENAVE, Sec. pro tem.

STOCKS Wanted—Wanted to purchase stocks in the Draining Company, Pontchartrain Rail Road Company, Commercial Bank, and Citizens' Bank. Apply at 149 Royal street, between St Louis and Conti. july 18-8t

JUST received from Bordeaux and Havre, by late arrivals, and for sale by the subscribers,

10 boxes Plum Brandy, in quart and gallon jars;
20 do fruit in Brandy, assorted;
10 do superior cordials, silver caps;
20 do Eau de fleur d'Orange, triple;
6 dozen Annisette in gallon jars, assorted.

july 18 J. R. MICHON, 51 Old Levee.

MARINE NEWS.

PORT OF NEW-ORLEANS.

CLEARED.

July 16.

Ship Hilah, Hammond, Liverpool, J A Merle, & co
Barque Dale, Burton, Liverpool, W Vance
Barque Rowena, Mt [illegible], St Johns, N B, S Heath & co
Brig Catharine, Flitner, New York, Bogert & Hawthorn
Brig Citizen, Thing, New York, L H Gale
Schooner Emigrant, Hardy, Havana, A Guerney
Brig Levin Jones, Noyes, St Josephs, Master
Brig Teazer, Jones, New York, W Porter
Brig Flora, Appleton, [illegible], Jas Reed & co

ARRIVED.

July 16

Towboat Lion, Hubbel, from the Passes, towed to sea ship Orleans, and brought up brig Syren. Left the Pass on the 15th, at noon. Reports on the bar ships Caroline Augusta and Norman. Nothing new.

Towboat Porpoise, Martin, from the Passes, towed to sea ship Sarah Parker, barque Clement, Mistico San Pedro, and schooner Urchin; brought up barque C P Williams, and schooner Cumanche to the city, and to the powder magazine ship Woodbury. Left the N E Pass 15th inst, at 8 p m. Nothing new.

Ship Woodbury, Tate, Philadelphia, (at the powder house,) Sam Thompson.

Barque C P Williams, Ashby, Matagorda, July 9th, to master in ballast.

Brig Syren, Pendleton, 27 days Philadelphia, to Hoskins & Wilcocks.

Schooner Camanche, Ashby, Galveston and Velasco July 9th to master.

Steamer Arkansas, Hoca, Little Rock.
Steamer Rob Roy, Wright, Louisville.
Steamer Plough Boy, Patterson, St Martinsville.

July 17.

Towboat Pilot, Morrison, from the Passes, towed to sea ships John Dunlap and Mount Zion, and brigs Baltimore and NelsonClark; brought up ship Albree and schooner Julius Cæsar. Reports nothing new. Left the Pass on the morning of the 15th.

Ship Albree, Balls Boston June 2d, to master.

Schooner Julius Cæsar, Lightburn, 10 days Velasco, to Jas Reed & co.

Steamer Teche, Deblanc, Louisville
Steamer Rocky Mountain, Gilbert, Nashville.
Steamer Columbia, Clarck, Bayou Sara.
Steamer Carrollton, Phillips, Vicksburg
Steamer Despatch, Streck, Lafourche. No cargo.
Steamer United States, Hart, Smithland.
Steamer Claiborne, Barrett, Louisville—cargo cotton, tobacco and produce.

EXPORTS.

July 16.

Liverpool—Per ship Hilah—1211 bales cotton.
Liverpool—Per barque Dale—1619 bales cotton, 26 planks Walnut.
St Johns, N B—Per barque Rowena—80,000 white oak staves, 10,500 cullings.
New York—Per brig Citizen—51 bales cotton, 66 hhds tobacco, 1257 pigs lead, 980 bbls flour, 550 bags corn.
New York—Per brig Catherine—1434 pigs lead, 18 bbls castor oil, 10 bales cotton, 1620 bbls flour.
Havana—Per schooner Emigrant—1965 pigs lead, 130 boxes candles.
New York—Per schooner Teazer—1700 pigs lead, 60 hhds tobacco, 19 hhds rum, 119 bbls flour, 13 chests tea.

IMPORTS.

July 16.

Per ship Woodbury—Merchandize and produce.
Per brig Syren—Merchandize and produce.
Per schooner Camanche—32 half and 3 whole bales cotton, J H Graham.
Per steamer Arkansaw—1 box mdze, maj Clark; 1 piano, mr. Dunca: 1 box rattlesnakes, dr Luzemburg.
Per steamer Plough Boy—52 bbls whiskey, Galway & Badeaque; 100 bbls flour, Buchanan & Hagan; 5 hhds tobacco, N & J Dick & co; 130 bbls flour, 24 do beef, J Varin & co; 19 do pork, 17 do dried apples, Grivot & Poage; 1 bank [illegible], L N Conduit; 1 box hardware, Colloway & Long; 32 coils rope, 25 bales twine, 24 ps bagging, 21 casks rope, to order.
Per steamer Plough Boy—5 rolls leather, J B Plauche & co: 2 casks molasses, Lastrape & Desmare; 27 bales moss, A Ledoux; 8 bbls and 1 hhd sugar, J W Stilwell; 30 coops poultry, and 1 horse, to owners on board.

July 17

Per ship Albree—Merchandize and produce.
Per schooner Julius Cæsar—116 bales cotton, to order.
Per steamer Teche—37 ps bagging, 126 coils rope, Hermann, Briggs & co; 50 hhds bacon, Buchanan & Hagan; 18 do do, Leigh, Madd & [illegible]; 6 do do, Brander, M'Kenna & Wright; 9 do do, A H Wallace & co; 461 bbls flour, to owners on board, and sundries.
Per steamer Rocky Mountain—81 hhds tobacco, 84 bales cotton, Robeson, Wood & co; 6 hhds tobacco, Jas W [illegible]; 2 do do, J Dick & co; 100 bales cotton, Carothers, Harris & co; 2 cotton gins, Sam Thompson; 50 bales cotton, 95 hhds tobacco, Tiernan, Cuddy & co; 154 bales cotton, 4 hhds tobacco, Brander, M'Kenna & Wright; 117 bales cotton, Yergers, Chaffin & co; 79 hhds tobacco, 245 bales cotton, N & J Dick & co; 2 cotton gins, J R Davis and sundry packages to J Gillmore & co, J B Campbell, J Bennet & co, D Vaugh, L Walton & co.
Per steamer Columbia—100 bbls peaches, 10 bales [illegible], to order.
Per steamer Carrollton—99 bales cotton, Brander, M'Kenna & Wright, Martin, Pleasants & co, Burke, Watt & co.
Per steamer United States—47 bales cotton, 191 hhds tobacco, N & J Dick & co; 58 hhds tobacco, Brander, M'Kenna & Wright; 14 do do, Tiernan, Cuddy & co; 3 do do, Lambeth & Thompson; 11 do do, C A Jacobs; 15 do do, A Prieur; 11 do do, A H Wallace & co; 6 do do, Buchanan & Hagan; 4 do do, Wilcox, Anderson & co; 47 do do, Robeson, Wood & co; 4 do do, Kirkman, Roomer & co; 58 tons rolled iron, 125 do pig metal, J Leeds.

CONSIGNEES.

Per ship Albree—H R Lee & co, J Littlefield & co, N & A Tirrell, J Thayer & co; Vining & Tirrell, W Viall, T Toby & Bros, L Tracy, J Varin & co, A D Gore, Lincoln & Green, Slater & Avis, S & J P Whitney, Frost & co, J Thayer & co, Hutchinson & Sampson; W H Sumner & co, A Whitmarsh, Stetson, Avery & co, T Porter, J G Putnam & co, J M Leland & co, Lambeth & Thompson, N & J Dick & co, W Holmes & co, A Reed, W & J Grant & co, C H Grant & co, T Marin, Bridge, Vose & co, A Labarre, J Coulton & co, V Aicard, S W Oakey & co, E Johns & co, Buchanan & Hagan, F Pascal, V D [illegible], J A Merle & co, A Grant, Blackwell & Hyde, [illegible] & Irwin, J H Field & co, Harris & Lyons, Garcia & co, E Hyde, R G Hobbs, J G Stevenson, Auld & Clarck, J A Barelli, Forsyth, Goodwin & co, J Labadie, Durrive & co, Walker, Walton & co, J H Bonabel, J H Graham.
Per brig Syren—Bogert & Hoopes, Buchanan & Hagan, J B Merrill & co; J R Yeatman, Kohn, Daron & co, Robeson, Wood & co, W Massey, T Toby & Bro, W G Hewes & co, Martin, Pleasants & co, J Knight & co, Sloo & Byrne, J W Stanton, F Frey & co, G Dorsey, Hermann, Briggs & co, J W Swain & co, Lockhart & Arrott, Tourne & Beckwith, Searles & Baggett, Tiernan, Cuddy & co, W M'Kean, W W Swain & co, Burke, Watt & co, Auld & Clarke, C Mathe, B Levy, Moore & Fenslee, Slocomb, Richards & co, Hoskins & Wilcocks, and order.

PASSENGERS.

Per barque C P Williams—Linn and family, Bela and family, mrs Hatch and 3 children, mr Sweeny, mr Gurella, Moody and Pick, and 75 Mexicans—men, women and children—ordered away by the Texian authorities.
Per steamer Teche—Lear and family, widow La Branch and 2 children, 2 misses Labranche, miss H Fortier, Borram, capt Alter, S B Sampson, Barbour, Laret, S E Barnett, E B Hatch, C Gordes, J Lyons 10 Way, 6 deck passengers.
Per steamer Rocky Mountain—Hill, Lawrence, Lackey, Travis, Meriweather, Smith, Calhoun, McCormick, Roane, Garner, Evans, Metcalf, Arnold, Scott, Brookie, Russell, Rucker, Loyer, Hand, Cafferty, Postlethwait 14 Deck.
Per steamer Columbia—L Buchanan, maj Clarck, mr Knight, J C White, capt Gabaroche, B Holmes, A Hebers, G P Taylor, miss Gentlert and servant
Per steamer United States—G W Miller, B W Montgomery, A Ross, J Leeds, Williams, O Decozes, M'Henry.
Per steamer Arkansaw—Hamburg and lady, S T Cross, P C Tonkins, G Sherman. 60 Way, and 16 deck.
Per steamer Rob Roy—Jas Arrott, W Pitcher, R Price, Thayer, J M Lamb, J G Grisham, H Smock, dr Davis, judge [illegible] and servant, capt Rogers, capt Price, dr Brander, Goombs, Calloway, J Hunt, J D Marks. 33 Way 17 deck passengers, and 106 volunteers for Texas.
Per steamer Plough Boy—miss Rogers, Pennyman, Gonzales, Finley, Gerard, Russel, Richardson, Carson, Briand, J N Field, Duplessis, Rev Brasseau, L Mallow.

MEMORANDA.

June 29th, brig Syren spoke schooner Peter D Vroom, from Philadelphia for Vera Cruz, off the Hole in the Wall. July 3, spoke ship Victoria from Boston, for New Orleans, off the Tortugasses, 19 days out.

July 9, schooner Cumanche left at Galveston, to sail soon, schooner San [illegible]

Steamer Rob Roy left Louisville July 9th: Ohio falling fast—7 feet on Cumberland bar.

Cleared at Boston for this port, June 28, brig William, Smede.

Hence at Portsmouth, June [illegible], ship Apollo, Grace.

[illegible] New York for this port, June 30th, ship Charles, Thomas.

[illegible] for this port, 2d July, brig Orleans.

Up at Marseilles for this port, 10th May, ship Eleanor.

Sailed from New York for this port, 28th ult. ship Yazoo.

Up at New York for this port June 30th, ship Mississippi, Robinson; brig Helen Augusta, and ship Saratoga, Hathaway. For Natchez, ship St Louis.

Hence at Boston, June 24th, ship Ohio, Barker.

British barque Jane, Ritchie, 17 days from this port for Glasgow, was spoken on the 27th ult. off Cape Hatteras.

Hence at Charleston, July 3d, brig America, Williams.

Hence at Philadelphia, June 28th, ship Edward, Bonaffee, 18 days

Ship Albree spoke brig Uzoe, from Falkland Islands, to Stonnington, in lat. 34 50, long. 70.

June 24th, off the Great Isaacs spoke brig Pactolus, from Portland, bound to Havana, 40 days out. July 6, off Land key sight, was boarded by a schooner from Key West, and took from her messrs Walsh, Jones and Bennet, who were wrecked on board the brig Natchez from New York: cargo saved, vessel lost. Same day spoke ship Hector from St Josephs, to New York.

Steamer Teche left Louisville July 9: Ohio River falling fast. July 10, met steamer Chickasaw at Troy Reach; Navarino above Smithland: 11th—On Cumberland bar, Atalanta aground. 12th—Saw Tuscaloosa high and dry 6 miles below Madrid. 13th—Cloutierville at Memphis; U States aground at Helena; Jack Downing at head Buck Island; Ellen Douglass and Pittsburgh at mo White River. 14th—Heroine at Columbia; Black Hawk at [illegible]. 15th—Alton at Grand Gulf, Fort Adams, at do; Velocipede at Bringiers. 16th—Celina at Tunica Town head.

FOR SALE—A large lot of Boilers and Sugar Mills. Apply to B. MARIGNY

july 8

FOR SALE—Several squares of ground situated at Mandeville, suitable for garden lots. Apply to BERNARD MARIGNY

july 13

Sales at Auction.

SALE POSTPONED TO THE 19th JULY.

Apothecary & Drug Store for Sale,

BY E. FORSTALL & CO., Auctioneers,

Office 40, Camp street.

BY virtue of an authorisation, from the Honorable the Parish Court of Orleans will be sold at public auction on the 19th day of July, 1836, at 9 o'clock, No. 37, Camp street, the extensive and well assorted Drug and Medicine Store, surrendered by Ketchum and Lubbock to their creditors.

Terms—All sums under $100, cash; above, to $300, four months; above $300, 6 months, for approved and endorsed notes.

The assortment will be sold in lots to suit the purchasers, and according to the catalogue. july 13

West Pascagoula Property for Sale.

WILL be sold on the first day of August next, on the premises, if not before disposed of at private sale, about

111 Acres of Land,

belonging to the succession of Charles Lee, fronting partly on Pascagoula river, and partly on the Bay—together with all the improvements thereon; consisting of a first rate

STEAM SAW MILL,

with smith shop and Engineer's house, which front on the river and bayou, and a good dwelling house, kitchen, barn, smoke house, garden, fine orchard, &c. All large and comfortable, fronting on the Bayou and adjoining McRae's Hotel. The situation is one of the most healthy and pleasant on the lakes, owing to the height of the land, the fine growth of live oak, hickory and cedar, and the sea breeze. Oysters and fish, both fresh and salt water, are found in great abundance, besides all sorts of game. There are several springs and a good well of excellent water on the place.

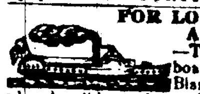
For further particulars, apply to Chas Lee, corner St. John and Perdido streets, New Orleans, or on the premises. july 11

BY J. LE CARPENTIER.

WILL be sold on Tuesday, the 19th inst, at 5 o'clock, P. M., at the lower Cotton Press, a lot of door frames, doors and windows, appertaining to a story being demolished. july 15

FOR LOUISVILLE

And all intermediate landings

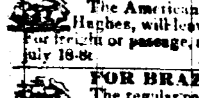


The new, substantial and fast running steam boat Teche, C D Deblanc master, is ready to receive freight, and will leave for the above ports on Saturday next, the 23d inst., at 10 o'clock, A. M.

For freight or passage, having superior accommodations, apply on board or to GRAY, DURRIVE & CO.

N. B. The Teche has a very airy upper cabin, and is in every respect a first rate boat for passengers.

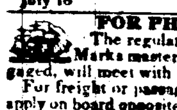
SUNDAY EXCURSION.



The steam boat Corsair, Knight, will leave the lake end of the rail road, at 9 o'clock, A. M., for Madisonville, and return same day 4 P M. Passengers wishing to take this excursion will please go down by the 8 o'clock car

Fare each way, two dollars. july 15

FOR ST. LOUIS & ALTON.

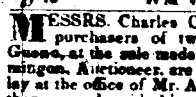


The new splendid steamboat Prairie, J. Sellers master, having part of her cargo engaged, will have immediate despatch. Having an upper cabin, elegantly fitted up with staterooms the entire length, offers a very desirable opportunity for passengers

For freight or passage, apply to

july 13.4t FORSYTH, GOODWYN & CO

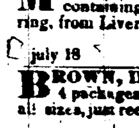
FOR LOUISVILLE



And all intermediate landings.—The new light draught steam boat TECHE, Charles D. De Blanc master, is hourly expected and will have despatch. For freight or passage, apply to july 13 GRAY, DURRIVE & CO.

N. B. The Teche has a very airy upper cabin, and is in every respect a first rate boat for passengers.

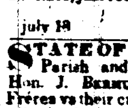
FOR BRAZORIA, Texas.



Schooner Passiac, John Scold master, having most of her cargo engaged will meet with immediate despatch.

For balance of freight or passage, apply at No 28, St. Ann street. july 18-4t

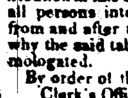
FOR VERA CRUZ.



The American schooner Olympia, Capt. Hughes, will leave for the above port soon. For freight or passage, apply to

july 18-8t A M MIRANDA & CO.

FOR BRAZORIA, Texas.

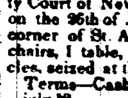


The regular packet superior schooner JULIUS CÆSAR, Lightburn master, having part of her cargo engaged, will meet with immediate despatch.

For freight or passage, having superior accommodations, apply on board or to

july 18 JAMES REED & CO. 35 Royal street

FOR PHILADELPHIA.

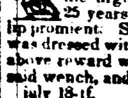


The regular packet barque Hercules, J Marks master, having part of her cargo engaged, will meet with despatch.

For freight or passage, having fine accommodations apply on board opposite Esplanade street, or to

july 18 JAMES REED & CO. 35 Royal st.

FOR LIVERPOOL.



The A 1 and fast sailing barque Lavinia, will sail for the above port, on Sunday next. For passage only, having superior accommodations, apply on board, two tiers below the Rail Road, or to

jy 13 WM VANCE, 18 Customhouse st

MESSRS. Charles Cornet and C. J. Trinchard, purchasers of two lots of ground in suburb Gueno, at the sale made the 9th July, 1836, by H. Domingon, Auctioneer, are requested to call without delay at the office of Mr. A. Ducatel, Royal street, and there comply with the conditions of sale, otherwise these lots sold them will be resold at their expense and risk at the expiration of a week from this date.

july 18-8t R SALAUN.

MUSTARD—105 cases English bottle mustard, containing 6 dozen, landing from ship John Barring, from Liverpool, for sale by COIT & CO,

july 18 20 Custom house street.

BROWN, Damask & Linen Table Cloths—4 packages of the above article, stout and heavy, all sizes, just received and for sale by ANDREWS & BROTHERS,

july 18 19 Chartres st.

STATE OF LOUISIANA—Parish Court for the Parish and City of New Orleans. Present the Hon. J. Bermudez, Judge, per int—Batut and Batut Frères vs their creditors. Upon filing the tableau of distribution in this case it is ordered that the creditors and all persons interested, shew cause within ten days from and after the publication of the present notice, why the said tableau of distribution should not be homologated.

By order of the Court.

Clerk's Office—New Orleans, July 16th, 1836.

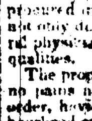
july 18 3t10d F. A. GUYOL, Deputy Clerk

J. Sauvinet vs. Jas. Topham.

BY virtue of a writ of Fi Fa, to me directed by the Hon. A. Laneuville, Associate Judge of the City Court of New Orleans, I shall expose at public sale on the 26th of July, 1836, at 5 o'clock, P. M., at the corner of St. Ann and Condé streets, 1 bureau, 11 chairs, 1 table, 1 looking glass, and sundry other articles, seized at the above suit.

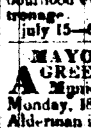
Terms—Cash.

july 18 B. BEAUREGARD, Marshal.



$10 REWARD—Ranaway from the subscriber on the night of the 11th or 12 h instant, the negro wench named MARY, aged about 25 years, of an ordinary size, having the lower lip prominent. She speaks French and English, and was dressed with a rose flowered calico gown. The above reward will be given to whoever will apprehend said wench, and confine her in the jail of this parish.

july 18-tf C. DUTILLET



$100 Reward—Ranaway on the 27 h of June last, the negro wench Catherine, about 5 feet 7 inches high, slender form, small, thick features, and aged about 30 years, turns a her toes when walking, clumsy ancles—had on when she went away, an old blue dress, carrying with her a bundle of cloths. She was lately purchased of Madam Flotte, and had lived for some time with Madam Michot, St. Philip street. The above reward will be paid on her delivery in the jail of this city and conviction of the person who harbours her, or twenty dollars for her delivery.

She has been seen with an old Spaniard or Italian man, who passes her off for his wife.

july 18-4t-oaw WM PATTERSON, 76 Royal street.

NOTICE.—The property occupied by Thomas Rhodes, on East Pascagoula Bay, has been purchased from that gentleman, and fitted up in the most commodious and extensive manner for a public house, and is now ready for the reception of visitors.

The health of the situation is not surpassed in the southern country, embracing every comfort which the epicure or invalid can desire.

Fine oysters, and almost every description of fish are procured in the greatest abundance, and the water is not only delightfully pleasant, but pronounced to be several physicians, to possess the most salutary medicinal qualities.

The proprietor assuring the public that he will spare no pains nor expense to render his table of the first order, having about him and in the immediate neighbourhood every requisite, solicits a share of their patronage.

july 15—6 THOMAS SHORT

MAYORALTY OF NEW ORLEANS.

AGREEABLY to a resolution of the Council, First Municipality, notice is hereby given, that on Monday, 18th inst., there shall be held an election of Alderman in the First Ward of said Municipality, to fill the seat vacated by the resignation of Mr. A. Phillips. Said election shall take place at Richardson's Coffee House, in Conti street, from 8 o'clock, A. M., until 5 P. M. Messrs George K[illegible] and A Dolpit, have been appointed inspectors, and [illegible], clerk, of the same. july 7 [illegible] PRIEUR, Mayor.

Third Municipality, 14th July, 1836.

ON Wednesday next the Council will proceed to the election of a Collector of Duties on ships, vessels and other embarcations landing within the limits of said Municipality. Candidates are requested to deposit their letters in the Recorder's office. july 15

NOTICE—John B Byrne having retired from the firm of Byrne, Hermann & Co, of this city, and Briggs, Lacoste & Co, of Natchez, on the first inst., the business will henceforth be conducted in New Orleans under the firm of Hermann, Briggs & Co, and in Natchez, as heretofore, under that of Briggs, Lacoste & Co.

L F HERMANN,
CHARLES BRIGGS,
CHAS A LACOSTE.

DURING the absence of the subscribers from the city, Henry L. Bennett, Esq. at the firm of Bullitt, Shipp & Co, is our authorized agents.

july 6-1m ROBERT FERRIDAY & CO.

TO RENT.—A very comfortable two story brick house, No 1, St. Thomas street. The situation is very cool, and very desirable for a summer residence. Apply to JOHN CALDWELL, jr. 7 St Charles st.

july 15-3t