...and City Paper,
...PRINTED BY J. BAYON.
NEW-ORLEANS:
MONDAY MORNING, NOVEMBER 9, 1835.

The second question of indemnification is of such momentous importance at the present time as to combine that interesting duration which has existed between France and the United States, since the passage of the law in the French chambers on the subject; with the amendment proposed by General Valazé. We shall add another to the number of letters, it can from Valazé himself to Bernard Marigny Esq. of this city.

PARIS, Sept 1st, 1835.

SIR,—I have been greatly gratified in finding that you had mentioned my name in your patriotic and eloquent speech of the 4th of July. My name is not wholly unknown in the United States for my respected father when member of the National convention was an intimate friend of your immortal Franklin.

You know the property appropriated to the wings of the French and American—two nations which cherish a fraternal love towards each other which the...sanctified swords have been drawn together in the field of battle for the sacred cause of liberty.

I have, my little doubt that your noble and eloquent speech will greatly contribute to obviate those pending difficulties, which a very natural susceptibility originated; but which reason and friendship must soon remove. Yes sir, the French and Americans should and must be forever united: for their hearts have always been and still are united in the same sacred cause of liberty and national independence.

Accept, Sir, the assurance of my very distinguished consideration and sincere friendship,

Your very humble and devoted servant,

VALAZÉ,
Lieut. General, & General of Fortifications.

The French theatre was opened the...to a very numerous and respectable audience, who had every reason to be gratified with the appearance and performance of the actresses and actors of the evening. Mlle Dupin' health is better; and Mademoiselle Clerk is not so much thinner looking as last season.

General Mejia with about 200 men left here on Saturday for Mexico, intending with his men and arms to make a diversion in favor of the constitutionalists against Santa Anna and centralism. It is thought that Gomez Farias and a similar equipment shall shortly follow.

We have been kindly favored by a passenger per steamer Adriatic, with a Cincinnati paper of the 26th ult. It contains nothing of importance, except a long letter of John C Calhoun Esq. in favor of the Charleston and Cincinnati railroad.

The quantity of goods of every description imported coastwise into New Orleans, during the present season, has been immense. The levee has been crowded during the last three or four weeks; and there are now 122 brigs, ships, and schooners in port—6 of which are British, 9 Mexican, and all the others American. Only one of these is a regular packet ship.

During the present season, the supply of cotton as compared with the same period of last year, is only half as great. The quantity received is 45,494 bales, of which only 14,769 have been exported. But the quantity of tobacco has been greater than the same period in the last two years: 8697 hhds were received, and 736 exported—provision to Saturday last. The sugar trade has been very dull up to the present. Cotton sells usually for 16 to 16 1-2 cents; and sugar from 8 to 8 3-4. It is now feared that the cotton and sugar crops will be under the average estimates.

Yesterday, Michael Clark, a passenger in the ship Hebrew, from New York, while it was coming up the river, fell overboard, and was immediately 'found drowned.'

Having during last week satisfactorily established the stability and good management of our local banks, we may now be permitted to most other topics calculated materially to benefit Louisiana and New Orleans—the noble object of our editorial exhibition. And first let us commence with

THE MISSISSIPPI DELTA.

By the acts of Congress in distributing the territory of Orleans and the state of Louisiana, all the then unappropriated lands became the property of the United States, with the expressed stipulation that they should be improved and sold; and that (see section 5th of act 20 Feb 1811) 5 per cent of the nett proceeds of sales should be applied to laying out and constructing public roads and levees in Louisiana, as the legislature of the state might direct.

Have these conditions been fulfilled? Has Congress ever given the least towards the construction of any road or levee in the state? Has the national government contributed in any manner towards the internal improvements of Louisiana, except in the solitary instance of removing the raft from the Red River? Have not the public lands remained shamelessly and injuriously waste by inundation, which the least assistance from Congress could have prevented?

Hence much of the public lands within the Mississippi delta are entirely unpeopled; and hence also the navigation of the Mississippi is yearly becoming more obstructed: as that the there were 28 feet of water at the bar where Don Ulloa visited the Balize—there are now but 22 or 23.

This is a subject of immediate interest to the merchants of New Orleans, and one of material importance to all the commercial cities of the Atlantic seaboard that carry on trade hither: indeed it is one of national interest. Annually do merchants witness the grounding of their ships at the Balize; and feel therefore the losses of hundred thousands of dollars—in consequence of the continually accumulating alluvion at the mouth of the Mississippi from the muddy torrents poured down from all its tributary streams. Will Congress not remember their difficulties, losses and delays experienced last year in consequence of this neglected state of the Mississippi bar? and who that is aware of the trade carried on by it with all parts of the United States and foreign countries can deny that the subject of improving the bar is one of national advantage and importance; and one requiring appropriations from the general government? Shall we not therefore demand of all persons directly or indirectly connected with the coastwise or foreign trade to New Orleans, that they will assist our exertions in claiming relief from Congress for the melioration of the delta, the mouth or the bar of the Mississippi river—one of all engaged in the import or export trade of the city, now amounting to about 140 millions of dollars?

Shall Louisiana continue to depend solely on the aid of her own citizens for the construction of her harbors, ports, roads and levees, when Congress is specially bound to assist her; and when the pettiest state in the Union yearly demands appropriations equal in amount to the whole sum granted to this state since her admission into the Union? Shall our merchants continue to slumber over their prospects, when they perceive it stated that a balance of 16 millions will remain in the national treasury at the end of this year? Why do they not insist on public assembly; state their grievances; and demand relief from Congress for the safe navigation of the Mississippi, and for the construction of a proper harbor and roadsteads for this city? Why should not all ship factors, owners, masters and captains in all the Atlantic cities did our merchants in this respect; and thereby aid themselves and the commerce of the country? Do they not know that Louisiana has suffered and received no assistance from Congress for any works of internal improvements, of the most of such works are for the national benefit; and many of them performed absolutely on the public lands? Witness the works done on the Atchafalaya river; bayous Plaquemine and Lafourche, and indeed on all the bayous in the state. Without equally the levees constructed by the Pontchartrain railroad, the Orleans navigation, and the dredge and dredging companies on Lake Pontchartrain—between the whole extent of levee on both sides of the Mississippi, which the national government is specially and justly bound to construct—and witness ship.... bah! 'subject abandoned with a cloud of eloquence.'

But what are our merchants doing? Quarrelling with the corporation to do what Congress is bound to do; looking gloomily at the miserable hulk used for a custom-house, and adorned by the beautiful ruins of a mariner's chamber; weakly contesting about emotional rights and the rights of building privileges—while they might form a good harbor along the levee from the upper part of Lafayette to the battle ground—at the expence of the general government and a spacious esplanade that would extend over the whole square, and be an ornament and convenience to themselves.

Why should not a public meeting be immediately called of all our merchants to petition Congress for a grant of land along the whole port of New Orleans; for a new custom-house; for a national hospital for the amelioration of the Belize, and of the Mississippi navigation? Congress is now indebted to Louisiana in the amount of two millions—if we consider the accumulated arrearages due on the sale of public lands, and the appropriations annually granted to other states, and not granted for ours. What could them be better cause for claiming this debt, as there is a large surplus in the national treasury? and for what better objects should it be demanded? They are national; they are pressing; they are important, and now indispensable.—On this point let there be immediate and unanimous action; and all can conscientiously and justly demand what will materially promote the best interests of New Orleans and Louisiana.

...Texas deserves the...
...ly understood. The event of our civil...
...it is known that the...ion against Mexican...
...and that they were seeking to establish...
an independent government of their own. We have...
...ly known the true causes of the disturbances in Texas, and exhibited them in full in the abstract of a letter from Horatio A Alberry, which we formerly published. But that we might have the most authentic information on the subject, we have made personal...
...in this city, whose former long residence in the country enabled him to be fully possessed of accurate knowledge on all that relates to the motives of the dispute between Texas and Mexico.

Shortly before the downfall of the Spanish power in her Mexican colonies, the father of the present Colonel Stephen F Austin emigrated from Missouri; having obtained from the viceroyalty of Mexico a grant of land in Texas, which was subsequently ratified by the king of Spain—the same now lodged by the above. After Mexico had been declared and acknowledged by us a free and independent nation, and his father had died, Colonel Austin left New Orleans in 1829 for Mexico, to claim from the then existing government the possessions granted to his father by the king of Spain. Having spent much time, toil and money, he succeeded in having his claim ratified—and provided he should introduce into his possessions 200 or 300 families for the purpose of colonization and cultivation. The Mexican government deemed this a wise provision in order that the vacant lands in Texas might become inhabited; and that the emigrants from the United States might disseminate their spirit of industry and their useful arts among the scattered settlers of the Mexican people. This was the liberal policy of every enlightened nation; for

Ingenuas didicisse fideliter artes
Emollit mores; nec sinit esse feros.

Austin was therefore appointed empresario; and was empowered to survey the colony, and have the lands distributed among the settlers in such proportions as the laws specified.

In 1824 the people of Mexico formed a constitution on the federal principle of our union—a republic, which divided Mexico into several states; and temporarily united Coahuila and Texas under the same local government till the population of either would permit it to be established an integral state. This constitution the inhabitants of Texas—in common with the whole Mexican people—swore to maintain and obey; and to defend as the constitution of the nation and their adoption. For some subsequent years, other persons were invested with the powers of empresarios—on conditions similar to the above, of bringing into their colony a certain number of families as settlers: so that influential Mexicans as well as some of our own citizens became empresarios, and Texas is now divided into the colonies of Austin, Zavalla, Wheelin, Burnet, Felisola, Dewitt, Austin and Williams, Cameron, Woodbury & Co, McMullen and McGlone, DeLeon and Power.

This introduced population sufficient to demand the erection of Texas into an integral state, independent of Coahuila, according to the terms agreed on by the colonists. Colonel Austin was therefore deputed to Mexico to have this performed; but in the fulfilment of his delegated duty, he was imprisoned and illtreated. A 'change had come o'er the spirit of the dream' of liberal policy adopted by the Mexican government towards the empresarios and colonists of Texas: for when in 1832, Bustamente became president, and Alaman his prime minister, jealousy triumphed over liberality. They saw in the colonists of Texas, not useful and industrious citizens of the Mexican republic; but formidable rivals or embryo enemies. They had therefore the celebrated law of April 6th passed, which if enforced, would have expatriated all the colonists. The then government reconfided to Teran—one of the ablest and most scientific of their generals—all the necessary authority and means for its fulfilment. He immediately commenced a line of fortifications on the frontiers of Texas, which when completed and garisoned could have prevented further immigration; and by the system of espionage, cruelty and oppression could have expelled all the settlers from Texas. But the Texians were not insensible to the danger that threatened them they rose en masse, and drove the insidious enemy from their territory.

Failing thus by fraud to accomplish their end, the faithless portion of the Mexican aristocracy have resorted to force; and have sent the myrmidons of a military tyrant to accomplish their ends, as it is a compromised matter for their support of him as dictator. But the Texians are not to be coerced by force, no more than cajoled by fraud. The same spirit of expatriation that directed the movements of Teran controls those of Santa Anna, who is in this instance but the impersonation of Bustamente, Alaman & Co.

The Texians have therefore resolved to oppose force to force, to maintain the integrity of their colony; and defend the constitution of 1824. They war not against Mexico; but against that portion of the Mexican aristocracy which would subvert that constitution, and subject their country to the yoke of a tyrant—against those who would establish centralism, and expel American settlers from Texas. Are they not right and justifiable; and shall we not assist them? Those we send to their assistance are sent not as volunteers, to contend against Mexico; but as emigrants to colonize Texas, and to support the rights of their then fellow citizens of the same republic—in peace or in war.

An intelligent correspondent has sent us the following for publication. He points out the prominent privileges of the Gaslight and banking company of which we were previously aware: but it was the knowledge of these privileges, and the consequent difficulty or almost impossibility of affecting their banking concern or credit which induced us to hazard free remarks on the delay in the organization of the present board of directors to contract with the corporation agreeably to charter for lighting with gas all the streets of the city. But we trust when 8 weeks shall have elapsed, and a new board shall be appointed of mercantile directors, the public interests shall not be so neglected as they have been under the present administration. The charter of this company is probably the most extensive in its privileges of any ever granted to an incorporated company in any civilized nation: for they are permitted exclusively the right to vend gas in New Orleans and Lafayette; and to make at least 20 per cent. by such sale: they are permitted to withdraw the capital from the branch banks, whenever they are not profitable, and to establish offices of exchange wherever thought convenient—that is in any part of Europe, Asia or America.

For the Bee.

GAS LIGHT AND BANKING COMPANY.—In regard to this bank we are convinced that with competent and well informed responsible men as directors, the bank will attain a high rank, equal to what are termed leading banks. There is no state institution in the Union which we know of, that possesses a more advantageous charter than the Gas light bank. We have several times made observations on the enormous privilege granted to it, particularly the exclusive privilege of furnishing or vending gas at an unlimited price in the city of New Orleans and its suburbs; but we suppose it is all right, any one that pleases can partake of the privileges by the purchase of the Stock which we perceive can be obtained at but little above par, scarcely more than the interest, since the bank has been in active operation since the middle of July last.

We are not in favor of exclusive privileges, nor of bank charters generally; but after the charter has once been passed and made a law, we ought not to complain, but as a duty to our fellow citizens to point out to them the unusually great privileges of this bank; and that too without taking any tax for fifteen years. If any citizen considers the privilege of the bank too great, let him purchase and secure a portion of them for his own enjoyments.

The directors are authorised to establish agencies or branches whenever they may think proper for the purpose of transacting general exchange business, and to appoint suitable offices.—Under that authority the bank may open an office or branch for exchange operations in any of the commercial cities in the United States, and also in Europe at London, Paris, &c.—In that manner capital to more than double the amount named in the charter could be advantageously used for commercial facilities for the benefit of the merchants of this great and growing mart of commerce.

Havana.—The whole of the annual taxes paid by the people of the Island of Cuba, amounts to $14,375,000, according to the estimates of D. Ramon de la Sagra consigned in his 'Political Economy and statistics of the Colony,' from which we extract the following: The king receives more than half the revenue; and the balance is employed for the benefit of the Island.

Royal revenue,	$7,412,000
Church taxes,	416,000
Casualties,	250,000
Post Office revenue,	997,000
Municipal do	100,000
Cessibo do	4,000,000
Lottery do	1,000,000
	$14,175,000

It may be seen clearly that on the whole amount of taxes paid by the inhabitants of Cuba, the king, the governments, or the rulers of the country, exact fifty-two per cent. for the maintenance of the army, the navy, and the general administration. The clergy tithes and casualties may be valued together at 5 per cent. on the total amount, the post office charges at 7; and the municipal revenue of 2 24. The people are annually throwing away in the gambling scheme of lotteries ten times more than is employed for their internal improvements.

Under the head of census must be included taxes paid by the people for charitable purposes, for the maintenance of convents &c., for the innumerable christian establishments, which also, whether are supported by taxes paid by the people. The clerical establishment absorbs the greater part of this enormous census, with all the church rates and casualities, and receives also a pension, amounting altogether to about seventy per cent on the money extracted from the people.

The plurality tax is, generally speaking, a tax on land or estate, which would hardly be felt in the Island of ...agricultural produce, or on all ...
...but the arbitrary way of imposing it has made it unpopular. ...the equality ...since 1804, Sugar, Cotton and Indigo estates, are free from taxation, which is establishing up a principle that the tax must lessen in proportion with the improvement of agriculture. This is ruinous as the land of Cuba depends on the cultivation of its soil for its prosperity. The spoils taken ...from the people ...
...vided ...

1. The ninth part goes into the royal coffers under the denomination of the *consolidated ninths.*

2. The balance is divided into four equal shares, one to the Bishop, one to the Cabildo (the college of friars) and the other two are again sub-divided into ninths; two of which are again poured into the royal coffers under the appellation of royal ninths, and the rest is divided amongst the reverend gentlemen of the church in such a manner the amount of ninety thousand dollars proceeding from church taxes are so divided among the lucky fellows called to take their shares.

Consolidated ninths,	$30,000
A quarter part for the bishop.	30,000
Do. for the Reverend gentlemen,	30,000
Royal ninth,	3,333 8-9
Church vestry,	6,666 2-3
Hospital,	6,666 2-3
Church's ninth,	17,777 7-9
	90,000 00

These two royal shares put us in mind of the lions division: One belongs to me by right of birth; the other because I am thy lord.

The Union of Saturday refers to a demand made on the hon. Alexander Porter, by a few of our quidnuncs, as to his rights of citizenship; and hints that the subject will be brought before the senate of the United States. We had previously heard of the correspondence; but desired to wait till we could obtain the demand and reply, and publish them in full.

We sincerely regret that such a subject should have been noticed at the present time; and lament the manner of demanding of judge Porter how said when he became a citizen—as we had hoped that conciliation and harmony of feeling would have been the order of the day among all classes of our population; and that sectional and national prejudices would have subsided, after the late unfortunate outburst of discordant opinions.

The treaty of cession of Louisiana provides in its 3d article, that all its *inhabitants* shall be admitted as soon as possible to the enjoyment of all the rights, advantages and immunities of citizens of the United States; and the acts of congress in establishing the territory of Orleans and the state of Louisiana, enforced that provision of the treaty—whereby all *inhabitants* of Louisiana became citizens of the United States, on the same footing as those of the original states; no matter from what country they might have come, from France, from England, or from Ireland. Judge Porter was one of those inhabitants; and so became constitutionally a citizen of the United States. He was acknowledged as such by his fellow-citizens, who were all in the same predicament, and enjoyed only the same privileges of citizenship with himself; and was elected representative from Attakapas, in which station he became one of the framers and signers of our state constitution.

Those who cast a doubt on the citizenship of Porter, must call in question the treaty of cession; and all the consequent acts of congress—and they must equally cast a doubt on the citizenship of 9 out of 10 of the most respectable creoles in the state. We therefore earnestly call on them in the spirit of philanthropy and christian philosophy to pause before they proceed further—to consider well whether it is worth their while to render themselves obnoxious and odious in a reckless and vain attempt to disfranchise or denationalize the most respectable citizens of Louisiana. The case of Porter is the case of all the Gallo-American citizens similarly circumstanced; and they must necessarily make common cause with him. As one desirous of promoting kindness and forbearance among all classes of our population, we earnestly and respectfully call on those gentlemen who may have unfortunately been induced to sanction this demand on judge Porter, to pause ere they find it too late; and before they shall have cast a firebrand in the community, whose evil tendencies may not easily nor soon be arrested. We write not as a politician, not as a friend or abettor of Porter; but as a friend of order, of peace and good will.

A TOUCH AT TROLLOPE.—Captain Marryat, in the last number of the Metropolitan, noticing Bulwer's notion that the characteristics of an author may be learned from his works, says he can contribute some testimony to its partial correctness. He says, 'in reading Mrs Trollope's Belgium, I observed, that in every dinner she expended on gastronomy I think that Apicius could not have spent more. I threw the two volumes, and I mentioned it to Murray. Further on, a beautiful view, she broke off her raptures because dinner was ready; if she was on a hill, she walked down to to dinner; if she was in a valley, she walked up to it; and if on the level ground, she walked to it. Now when I read the chapter of the 'Stadenˈ, I said to myself, if there be any truth in these remarks, Mrs Trollope must be a capital hand at the knife and fork, and not at all troubled with dyspepsia, as are the American ladies, by her account. I knew she had dined with ——, and in the evening, when I met him, I inquired. The reply was, '*Ah, mon Dieu! elle a furieusement d'appetit et mange comme quatre.*'

The London papers announce a project for a great northern railway, to commence at Whitechapel, and proceed through Cambridge, Lincoln, and Shelby, to York and Norwich. The line from London to York is estimated, on the basis of accurate surveys, to cost £2,226,231, and the line to Norwich £747,605, making a total of £2,954,126.

(From the Italian Papers.)

The restoration of the Port of Brindisi, in the Adriatic, is one of the great works with which the direction of *Ponts e Strade* (road and bridges) is at present occupied. In the journey made by the young king towards the provinces of *le Puglie*, three years ago, having known the importance of this work and the utility it offered, not only to his subjects, for the easy communications opened with Greece, the Bosphorus, and the Levant, but still more for the safe asylum it presented in stormy weather to vessels sailing to the Adriatic: he ordered that a commission of engineers and navy officers should forthwith repair to the spot, to ascertain the state of the port and the works requisite for the immediate beginning of the enterprize. These laudable dispositions entitle the sovereign to the name of benefactor of his kingdom, and of all the navigators on the Italian coast of the Adriatic.

The hand of desolating time had filled with mud this port, so celebrated in history, by having offered to Horace the route to his consulate in Greece and Africa. The munificence of Ferdinand II. in restoring it, will recall to the memory the celebrity of the Salentine seal, which, being conquered by the Romans, was brought to a flourishing condition, not only by the short communications opened between that port and the walls of the city, but also by the countless military and consular routes constructed to the coast from the interior of the country.

Of the two roots of that evil tree which, like the deadly Upas, has so long overshadowed and poisoned the very life springs of English society; one, the accumulation of political power in a few hands, was extirpated, or at least greatly diminished, by the Reform Bill. The other—the artificial accumulation of wealth in a few hands—still remains; and as long as it does, a part of the pestilence will remain. You may amend poor laws; you may improve the administration of justice; you may reform the legislature itself; you may even diffuse education: Mr. Hume may bring forward schemes of retrenchment; Mr. Grote, motions on the ballot; and Lord Brougham and Mr. Roebuck, motions on the subject of national education—for ages; but till the artificial large fortunes are broken down; the work will be incomplete, nay futile. Besides the immense mass of hope and fear, and the proportionate motives to venality and servility, of which they are the source; they afford such a stimulus to all men to get rich, as to leave hardly any time for the cultivation of their spiritual nature.

This is the cause of the gross ignorance—so gross as to make them a subject of ridicule—of every thing but their own narrow and sordid pursuits, exhibited by many of our tradesmen, and even of our merchants and professional men—of their devotion to money, as the sole earthly good—so much so, as to exemplify that state of mind in which a greater value is set upon the means than upon the end; of their coarse and uncultured manners, and still coarser and more unfiltered minds, which have made them so much an object of derision to the aristocracy.

Correspondence of the Baltimore Republican.

CINCINNATI, Oct. 15, 1835.

My Dear Sir,—I have the satisfaction to inform you that we have achieved a glorious victory in the city of Cincinnati and county of Hamilton. We have elected our whole ticket for the legislature, by a majority of more than three hundred votes. We have carried the third and fourth wards of the city, a thing we have been unable to effect in the last five or six years. The aggregate vote for the Harrison ticket, (as printed and announced as the Whig and Harrison ticket,) has been reduced from one thousand two hundred, last year, to 188 this election. This is Harrison's strong hold, his place of residence. His son-in-law, John C. Short, esq is beat by three hundred votes, and even beat in his own township (Miami). Our state senator will have it in his power to help dislocate senator Ewing at the next election.

I sincerely believe that we can elect a Jackson Van Buren Johnson candidate for congress at the next election, by a majority of 12 or 1500.

So goes the spirit of reform. Such is the reaction; such is the consequence of the panic—such are the flattering prospects of gen. Harrison in his own city and county. Ohio is safe. Old Hamilton is regenerated, and Democracy gloriously and permanently triumphant.

Latest London date,	Sept. 25
Latest Liverpool date,	Sept. 26
Latest Havre date,	Sept. 20

DIED.

At last night, Madam ADELAIDE LIDIA SMITH, consort of Mr Sam. W. Elliott. Her friends and acquaintances are invited to attend her funeral which will take place at 4 P. M. from her mother's dwelling Common street, between Philippa and Circus.

Notice Sale—Nashville Rail Road Bonds, by
oct 19 Edw. GOTTSCHALK.

...NEW-YORK.
...PORT OF NEW ORLEANS.

CLEARED.

Ship Rainbow, Lovers, Havre, Harrison Brown & Co.
Ship Hope, Tucker, Crocker, Antwerp, J. A. Bardella
Ship Boreas, Taylor, Havre, T. Nicolas & Co.
Schooner Eliza, Dejoncieres, Tuspan, M. de Lizardi & Co.
Schooner Washington, Robinson, Apalachicola. Tourne & Beckwith.
Ship Halcyon, Williams, Tampico, M de Lizardi & Co.

ARRIVED.

Steamer Hudson, Hourin, from the Passes—towed to sea ships Lagrange and Victoria; brig Petronillia, and schr. Louisiana; brought up packet ship Arkansas, Dennis, from New York: reports steamer Whale coming up with ship Hebrew, from New York and a brig.

Steamer Whale, Thomas, Spaulding; towed to sea ship Archer, and schr Mandilla—brought up ship Hebrew, brig Pameli and schr Brutus—left a w bar at 8 A M; on the 7th off the bar ship Ellen Brooks, from Liverpool, and ship Canton, from Bath—left N E Pass at 1 P M same day—3 schooners in the offing—steamer Lion coming up with brig Kenhawa.

Steamer Lion, Hobbs, from the Passes, having taken her tow to sea; brought up brigs Boreas and Kenhawa. Left N E Bar at 2 p m on Saturday; reports a ship and brig in the offing.

Packet ship Arkansas, Dennis, 18 days from New York, to Bogart & Hawthorn.

Brig Boreas, Theard, 15 days fm Richmond, to the master; cargo tobacco, sundries, and 107 slaves.

Brig Kenhawa, Durkee, 3 days from Havana; to J W Zacharie & co; cargo sugar, coffee, segars fruit, etc.

Brig Com. Tucker, Robeson, 19 days from Thomastown, to master.

Brig Pamelí, Smith, 14 days from St. Jago de Cube, to Cucullu, Lapeyre & Co.

Schr Gen. Wayne, Vose, 19 days from Thomastown, to master.

Steamer Compromise, Cochrane, from St. Louis.

Schooner Orbit, from Lafourche, in tow 2 flat boats, from Cincinnati.

Steamer Paragon, Chauvin, Lafourche, Interior.

Steamer Marion, Eddy, from Baton Rouge.

Steamer Ophelia, Stone, from Cincinnati.

Steamer Chickasaw, Cella, from Bayou Sara.

Steamer Adriatic, Perry, from Cincinnati.

Steamer Orleans Wright from Memphis.

IMPORTS.

LAFOURCHE—Interior, per schr. Orbit, 50 hhds new sugar to J H Field & Co.

CINCINNATI—Per 4 boats, 1100 bbls flour to Sloo & Byrne.

ST LOUIS—Per steamer Compromise, 31 boxes starch to Sloo & Byrne; 71 pkgs lead, 200 bbls flour to J Workin & Co; 52 bales cotton to Burke, Watt & Co; 10 bales cotton to Cannon & Lepper; 111 dozen corn brooms to Slater & Avis.

BAYOU SARA—Per steamer Chickasaw, 686 bales cotton to satisfies.

MISSOURI—Per steamer Orleans, 813 bales cotton to consignees, and several articles to owners on board.—22 passengers.

BATON ROUGE—Per steamer Marion, a full cargo of cotton.

CINCINNATI—Per steamer Adriatic, 250 bbls flour, to Orain & Mignon, 303 to Sloo & Byrne, 241 coils rope 250 ps bagging to Brayer, 133 to Egerton & Wibray, beef, apples, potatoes, 2 horses to owners on board.—51 passengers.

——, per steamer Ophelia, 165 bls apples, 1700 head cabbages, balance of freight for Mobile.

EXPORTS.

HAVE—Per ship Rubicon, 1734 bales cotton. Per ship Boreas, 1170 bales cotton.

ANTWERP—Per ship Gloucester, 1030 bales cotton.

TUSPAN—Per schr Eliza, 200 feet lumber, 25 bales, 14 cases, 1 cask, 4 kegs, 10 baskets indze.

APALACHICOLA—Per schr Wilmington, assorted provisions, groceries and mdze.

CONSIGNEES

Per ship Arkansas—Lincoln, Maynard & Co; Bullitt, Shipp & Co; Hulse & Co, Howes & Haddan; Harris & Wright; Turnbull & Co; Clarke, Wan & Co; Hernandez, Charbonnet & Co, N W Legg; W Bean; Lawrence & Legendre; N & J Dick & Co; Wilcox, Anderson & Co; Ingersoll & Co; Foulkes & Coleman; Lambeth & Thompson; Bogart & Hawthorn; T Barrett & Co; Buckner, Stanton & Co; E Sidwell; R Garrison; F Fry & Co; Robeson, Wood & Co; Bogart & Hoopes; Turner & Woodruff; H R Lee; L Duchand; J W Zacharie & Co; R Yeateman, Darrason & Co; C H Bancroft; Phelps & Co; J H Field & Co; Martin, Pleasants & Co; M McCallum; Leigh, Z Taylor & Co; A Lanfear; Peck & Hall; D M Hubbard; E Lorall; Hotchkiss & Co; T Cash & Co; Eastman & Brother; S & B Brower; Simson & Campbell; E R Stevens; Frontier & Thompson; E Yorke; E L Tracy; R Clark; Buchanan & Hagan; A Hebert; M White & Co; D S Woodruff; J H Graham; H Haynes & Co; Kirkman & Co; H Beach; White & Co; L Armand; P Toulme & Co; T D Hall; Frost & Johnson; R Irkin & Co; J C Wrigner & Co; T W Sargent; W G Hunt & Co; B Cooley; T D McDonald; J A Silva; Delevoes & Co; Garretson & Hatphen; Taylor & Gothard; J Collet; B Booth & Co; R Gronning & Co; J Kain & Co; Cannon & Lepper; J Hyde & Gleasses; D Barjon; J B Blache & Co; H R Lee & Co; Byrne, Harmann & Co; G Wilbur; Smith, Hubbard & Co; Alling, Hyde & Co; H English; Thomas & Grant; Daniels & Goodman; Godfrey & Bloxman; J Bellow; Bier & Siewer; C H Grant & Co; G W Richard & Co; J S Dennis, Rees & D'Lange; W Topham; Candee & Barkurst; F Coulon & Co; P R Soubmayd; L Legendre & Samaroy; Gillin, Ham & Co; Peters & Mitchell; V David; O Aikin; Malcolm & Anderson; D M Hubbard; H N Pollard & Co; Layton & Co; J Labadie; Mrs E Hunt; W W Lyons & Co; Stetson & Avery; Bayon, Sara, S B Col J Nowlan; Widow Kukernot & Son; J Falzun; Blair & Whittemore; P Pons & Smith; Parke & Ilsley; J Cowper; Chambers & Wright; M & L Allen; Whiting & Stark; T R Hyde & brothers; Js L M'Coy; Watlour, Kemp & Jarvis; J Lovell; J H Leverick & Co; J W Collins; N C Folger, Opdyke & Carnes; S John & Best; S W Metcalf; Jonau, Meriver & Co; W Smith; J B Perrault; J Nicholson; W W Swaim & Co; A C & W Squier & Co; A T Dwight & Co; C Springer; J P Freeman & Co; B Dickson; J & J Davenport; Lavillevierre & Walton; Edgar & Smith; W Holmes & Co; Per; & North; B Lowe; J B Walton; Hyde & Goodrich; F E Voss & Co; Camp & Dubbs; Blackwell & Thorn; Z Taylor & Co; Southworth & McGraw; Andrews & Brothers; L Eames; P Docherty & Co; J Dunham; Durand & Mzurau; A G Cochran; J & L Brewster; and order.

Per ship Hebrew—N & J D'k & Co; J Bailey; J Terrill; T D Tompkins; Godfrey & Blossman; Buckner, Stanton & Co; T H Hearsey; Egerton & Wibray; Muran, Pleasants & Co; J Salandier; J Hillpman; Boyle & Gedon; G C Hodges; M White & Co; Lincoln & Maynard; J P Freeman; T Barrett & Co; Frapder, McCenna & Wright; Kirkman & Co; Lamb th & Thompson; Lucas & Goodrich; Robeson, Wood & Co; L S Waters; Buchanan & Hagan; J Lott; Staples & Hewett; P Winas; Bier & Siewer; Fleiman & Cuddy; Longo, Maddux & Co; Thomson & Grant; J G Bell; Waterman & Parks; J Murry; E Freeman; Thierry; J H Field & Co; Lovell; Wilcox; Mc Dillons; R Mills & Co; P & A Owen; Townsend & Jones; G W Mathews; the master; Mad Kakernot & son, and order.

PASSENGERS

Per ship Arkansas—Mrs Zavala, 3 children and servant; Miss Moores, Mrs Belden, child and servant, Mrs McElray, son and servant, Mr and Miss Maynard, Mrs Davidson and 4 children, Messrs Lamphost, 3 children, lady and servant, Hermann, Pamfiy and nephew, 4 Servant, D M Hubbard, St John and lady, Barbar, Dakin, W A Ayres, C B Smith, E R Stevins, Watkins, Huben, Lanfear and servant, V David, and 47 in the steerage.

Per ship Hebrew—Mrs Tumley, child and servant; Messrs Bourlaigne, E Nash, Bergin and daughter, Staples and lady, Miss Hughes and Cook; Phipps, Higbey, Mills, Woodworth, Hinsell, Dalton and lady, McKeever, Enoch, Mrs LeBeau, Shiels, Lewis and lady, Murry and lady, Spencer, and 80 in the steerage

Per s b Paragon—O Burne, A Willard, C Blouin, A Drueillet, Pennor, J S Strode, Bukley, B Louis, C Jameson, J Bedford, J Herbut, J Petit, Jeaubert, Reinoud, Giennie and son, A Wharting, Lourg, Drosin, A Jacobs, H Bodreau, P Martiney, C LeBlanc, B Bodreau, P E Thoss, Hargush and daughter, Gody, Mad Bertin and daughter, Mad Perriner.

Lafourche, interior—per s b Paragon, 21 bales cotton to Peyroux, Ancepil & Co; 43 do to Bogart & Hoopes; 34 do to Brander, McKeana & Wright; 38 do to T Henry & Lawrans; 15 do to J Matevic; 73 do to Miramond, O'Duhigg & Co; 11 do to J. LeCarpentier; 1 bale, 1 bundle to J Hall, Walker & Walton; 1 bundle to W W Swain & Co; 2 bags, 1 trunk to Jumonville; 1 box to E Haynes; 2 bales hides to J Webber; sundries to owners on board.

St. Louis pr Cleo—Per brig Pamelí—609 bales tobacco, 15 tons coffee, sugars, &c. to Cucullar, Lapeyre & Co, and master—7 passengers.

THOMASTOWN—Per brig Com. Tucker—1445 casks wine to master.

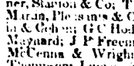
Per schr Gen. Wayne, 1000 casks wine to master.

Per s b Compromise—Messrs. Noble, Robinson, E. Johnson, B D Lowell, A Jones, J Sonan, A Vienair, 20 way and 5 on deck.

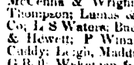
☞The Baton Rouge and Coast Packet **Marion**, is receiving freight this morning, will depart as usual to-morrow at 10 A. M.

N. B. Freight taken to Port Hudson. nov 9

For Lafourche—The steamer REVENUE, having undergone a general repair, and having handsome accommodations, is now ready to take freight and passengers, who will start hereafter every Saturday at 10 A. M, and return every Wednesday. For freight or passage, apply to the captain on board, or to J. MATERRE,
nov 9 No. 10, St Louis street.



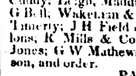
For Louisville and Cincinnati and all the intermediate ports.—The well known steamer LOUISIANA, Moses master, will leave with despatch. For freight or passage, apply on board, or to TOURNE & BECKWITH,
nov 4 Nos 28 and 30 New Levee.



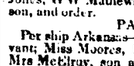
For Austin Colony, Texas.—The substantial fast sailing schooner TAMAULAPAS, Mingle master, having fine accommodations for passengers, will be the first vessel dispatched. For freight or passage, apply on board, or to
nov 9 Wm. BRYAN, 26, Old Levee.

FOR HAVANA.

The fast sailing coppered and copper fastened schooner ELIZABETH JANE, Jacques master. For freight or passage, apply on board, or to WHITE & Co,
nov 5 20, Custom House street.



FOR TAMPICO.—The fine fast sailing Mexican brig PRIVILEGE, captain Garasno having two thirds of her cargo engaged, will sail in a few days. For freight or passage apply to
oct 23 SALV. FERNANDEZ, 103 Levee st



To Rent.—A large and convenient one Story House, about five miles from town on the carrollton, situated near the Carrollton Hotel, formerly occupied by Mr Lefon, as an Academy, suitable for a boarding house. Terms accommodating. For further particulars, apply to P. GOULON, at the City Bank, or Conde street, No. 63. nov 7-5

To Let.—A neat two Story Brick Dwelling in Delor street, near Magazine street. Apply to OLIVER AKIN,
nov 7-1w Common street.

...MARKET.
...NEW ORLEANS MARKETS.

New Orleans, Nov 7, 1835.

STOCKS—100 shares Nashville Rail Road at 50 c.

COTTON.

...of Yazoo Miss. at 15 5-8.
...do do 16 c—some in treaty.
...N. O.—Second quality 8½ to 9 cts
...to 14 cents per lb.
...87½ to 40 cents—sales.
...cents per lb.
...Per bbl $7 1-2 to 7 3-4.
...Little good in market.
...Kiln dried 62½ to 75c per bbl; ordinary 50 to 56 do.
...Mess $12—prime 10.
...Mess $17—prime 15.
...Cuban 23 to 30 cents per lb—rising.
...Western, 12 to 15.
...$1 25 per box.
...$6 to 8.
...35 to 37 cents
...do 12½ to 15.
...100 to 105—Tanners do 45 to 48.
...rectified, 35 to 36 cts.
...Western, 23 cents sales.
...14 to 15 cents.
...Pig, 5½ to 6c—bar 7 cents.
...Shot $1 75 per bag—sheet 10cts.
...and Rosin—No variation.

EXCHANGE.—OUT DOOR.

On London, ... .84 @86 per cent prem.
On France, ...5f 27½ a 5 30.
On New York, ...¼ a 1 per cent discount.
On Philadelphia, Boston & Baltimore, ... 1 per ct dis.

RATES AT THE LOUISIANA STATE BANK.

Buying on London, 60 days sight, ... per cent prem.
" on New York & other Atlantic cities, 60 days sight,