SIX TEST DATES.

New-York	jan. 6	Liverpool	nov 26
Boston	jan 4	London	nov 25
Philadelphia	jan 7	Havre	nov 19
Baltimore	jan 7	Paris	nov 25
Charleston	jan 6	Havana	jan 2
Cincinnati	jan 7	Mobile	dec 25
New-Orleans	dec 23	Matanzas	nov 14
New-Orleans	jan 3	Matanzas	dec 14

COTTON TRADE.

SALES OF COTTON YESTERDAY.

116	bales Mississippi		14
40	do	Louisiana	17
13	do	do	13½
513	do	Alabama	13½
100	do	do	13
55	do	do	13
837			

MOBILE, Jan 14.

Total sales were,
Cotton 77 a 75½, 33 a 75½, 13 a 77, 17 a 16, 35 a 15½ 6 a 16½, 151, 6 a 16, 48 a 16½, 25 a 14½, 49 a 14½, 100 a 15½, 32 a 14½, 9 a 15, 64 a 15½.

BY
THE EXPRESS MAIL.

CHARLESTON, Jan 7.

COTTON—The demand for this article, during the past week, has been more brisk than at the closing of our last weekly report, particularly in the better qualities, the demand which on sale is very light. An advance on the descriptions low, in several instances, has been prevented from purchasers for the Northern manufacturers, and holders appear to be quite firm in their demands. The lower qualities are almost entirely neglected. The sales of Upland amount to upwards of 3,000 bales of which we give the following particulars—18 bales at 10 cents, 9 at 15½, 12 at 15½, 22 at 15½, 30 at 15½, 50 at 15½, 128 at 15½, 59 at 16½, 1651 at 16½, 239 at 16½, 205 at 16½, and 153 at 17 cents.

In Sea Islands and Marine, the business has been very limited since our last report, only a few bales of the sale of this about 300 bales of the former, at from 25 to 65 cents and 50 to 80 bales of the latter, at from 30 to 62½ cents. Holders of Marine and Sea Islands are standing out for higher rates.

RICE—The market for this article has been quite dull, caused by the scarcity of a good article, for which descriptions only there appears to be any demand. The sales amount about 3,030 barrels, as follows—12 barrels at 3,437, 151 at 3,875, 98 at 3, 140 at 3,61, 654 at 3,875, 540 at 3,50, 50 at 3,375, 100 at 3,437, 19 at 3,50, and 196 at 3,562.

MOLASSES—A lot of 80 hhds of the new crop Cuba, arrived in the early part of the week, sold from the wharf within the range of our quotations, 76 bbls, New Orleans, also sold from the wharf at 40c.

CHARLESTON, Jan 13.

Daily Report of Cotton—Sales omitted yesterday, are.

COTTON—56 bales Alabama, 16, 7 a 17, 59 a 15½, 35 a 16½, 2 a 16½, 58 a 15½, 34 a 15, 7 a 15, 36 a 15½, 44 a 15½, 6 a 16, 18 a 16½, 5 a 15½, 6 a 14, 61 a 16, 32 a 15½, 20 a 16½, 2 a 17.

BALTIMORE, Jan 6.

MOLASSES—The market is still stagnated, and the demand continues to exceed the supply. On the street 14 and 4 per cent per month are readily had.

EXCHANGES—Foreign—Sterling has experienced a sudden advance, while bills on London are offered at 8 a 8½ per cent, at which some business has been done. We quote on Paris at 5½ a 5½.

AMERICAN COTTON GOODS—The demand continues active for all articles under this head, and prices remain firm at quotations.

COFFEE—From 400 to 500 bags good Rio have been sold at 12c. In other sorts we hear of nothing doing. The stock in market is very light.

COTTON—Sales of new Uplands, at 18½ a 19c. Sales of old crop Georgia, at 16½c.

HOGSHEADS TOBACCO—The store price continues at 10,50. Nothing appears to be doing except by retail. The wagon price is 10,25.

CITY MILLS FLOUR—The transactions are few. We quote at 10, at 4 months, with and without interest added.

PROVISIONS—There is no change in the prices of Beef and Pork. Bulk Hams and Shoulders are selling at 12c. There is a large stock of Lard on hand, but the demand for it is quite dull. We note sales of Kidkins No 1. Western at 12½ cents. The receipts of Butter have been off, but prices have experienced no change. The inspections of the week comprise 38 bbls, Beef; 71 obls, Pork, 435 kegs Butter, and 1014 kegs Lard.

RICE—We note the sale of a lot or two for export at 3,87½ a 4.

SUGARS—The transactions in Muscovadoes are confined to small lots by private sale. A parcel of 100 boxes brown Havana was sold at 8.

SPIRITS—Limited sales of New England Rum at 30c in bbls, and 45c in hhds. We quote Apple Brandy at 25 a 30 in hhds and 30 a 35 in bbls.

TOBACCO—There has been a little more demand for the common descriptions of Maryland, some parcels of which have been sold at prices conforming to previous rates. Several small lots of Ohio have also been purchased, but there is no change in price. The inspections comprise 106 hhds Maryland, and 7 hhds, Ohio—Total 113 hhds.

WHISKEY—The market is steady, with a moderate demand. Sales of bbls at 43 cents, and of hhds, at 45 cents, and occasionally at 46 cents. The wagon price of bbls is 44 a 45 cents, inspected. The barrel The inspections of the week comprise 73 bbls, and 631 hhds.

WINCHESTER, Jan 3.

Family Flour 10; Superfine 9,75; Corn 60 a 65c; Oats, 40c; Rye, 1,06; Flaxseed 1,15; Lard 10c; Pork 6,25; Butter 15 a 17c.

NEW YORK Jan 4.

100	shares U S Bank	cash	115
200	do do	cash	115
200	do do	cash	115
100	do do	cash	115
50	do do	60 da	114½
100	do do	60 da	114½
100	do do	we da	115
50	do do	60 da	114½
50	do do	60 da	114½
100	do do	60 da	114½
100	do do	a 60 da	114½
50	do N O Canal Co	opening	91½
100	do do	b 30 ds	92
150	do do	60 da	94
50	do N O Gas Co		99
50	do do		99

NEW YORK, Jan 5.

100	shares United States Bank	90 da	115
90	do Phenix Bank		119

NEW YORK, Jan 6.

200	shares U States Bank	a 60 ds	115
50	do do		115
200	do do		115½
50	do do		115½

PHILADELPHIA, Jan 6.

4	shares U States Bank		115
200	do do		115
100	do do	60 ds	116
247	do Mechanics		517

PHILADELPHIA, Jan 7.

111	shares U S Bank		115
50	do do		115
50	do do		115
50	do do		115
50	do do	3 ds	115
50	do do	6 ds	115
50	do Kentucky		56½
50	do N Bank Kentucky		65½

NEW YORK, Jan 4.

THE MARKET—No change in Ashes this week, cotton remains dull, but at steady prices. Holders of Western Flour now demand 10,50, but the sales are few.

500 bbls, Western flour, a good brand have been sold to-day, at 10,60, cash.

NEW YOR AUCTION SALES, Jan 4.

Molasses—4 months—65 hhds Martinique 33; 3 mths. Sugar—20 hrs brown Laguira, 6 a 6½; 11 do white 9½.

COFFEE—100 bags Laguira, 11½ a 12½ cents 90 days.

Prices of Stocks at the N York Exchange, Jan 5.

U S Bank, 116	
Phenix Bank, 119	
Hot S of N York, 109, 71, 71, 71.	
Morris Canal Co, 99, 8, 71, 71.	
Paterson Bank, 70	
New Hope & Del Bridge Co 57,	
N B Bank, 109.	
N O Gas Co 101.	
F Tow Co, 106, 41, 36.	
Monowk, R R 85, 38, 81, 11, 1.	
Peterson R R, 64, 31, 3.	
Boston & Prov R R 146, 51, 5, 41, 4.	
D I R R, 75, 51, 5, 4.	
Canton Co 66, 4.	
Stonington R R, 72, 91.	
Boston & Wor R R 95, 4, 61.	
Utica R R, 121, 20, 20.	

Prices of Stocks at Philadelphia, Jan. 4.

U S Bank 116, 15.	
Girard Bank, 55.	
Del and Hudson, 86½, 61.	

NEW YORK Jan 7.

We are probably in a reactionary movement, but it creeps so slowly and cautiously that it can scarcely be traced on the commercial surface. Stocks are generally rising, but there is no alteration in the supply of money, or the rate of interest. Yesterday the lottery stocks took an additional start—shares of them going up from 1 to 3 per cent. Mohawk Utica, and Long Island rail roads principally looked up. It was observable too, that the strong and heavy bids were generally were the sellers. This is not a good indication for the establishment of prices. We should not be surprised, therefore, to see a retrograde movement in a day or two. It may not take place, but it is probable.

The Banks have now rendered to the legislature all their statements, but the case anticipated on that event has not yet been realized. The Banks of Savings at the discounting banks were twice the usual amount, but the facilities were so sparingly handed out as well.

There is not the slightest reduction in the interest of money, or the state of domestic exchanges. Two and three per cent are as readily received as ever for good paper—and exchanges on the south are back to nearly the old rates.

One of the principal causes of the continuance of the high rate of interest is the competition made by the great estate speculators for the loans of floating capital. We learn that during the last four weeks there has not been even a few sales of real estate that were real and such as were actually sold, submitted to a reduction of 20 to 60 per cent.

We are informed, on good authority, that in one auction house, in that period, only two lots were actually sold, out of a great many sales, 2,700 and 3,000, of property that fetched 5000 last summer. Mortgages on valuable productive property, are daily offered in Wall street, at 5 to 12 per cent discount—and on unproductive property no money can be raised even at a high rate of discount and personal security in addition.

The present state of speculation in real estate is the cause of the continued high interest on commercial loans. Many also believe that a reduction of the rate of interest will take place until we have a general expulsion in the speculations of real estate.

It begins now to be believed that all the disturbance and disorder in the money market, both in this country and in Europe, have sprung from these speculations. By the accounts received in the last eighteen months, amounts to nearly 25 millions. This is the principal cause also of the stringency in Europe, and of the specie of real estate, we add the capital invested in the speculations of the country, we shall probably have an aggregate of 60 or 100 millions, which have been invested in these speculations, in the short space of time.

Speculation, as it is called, is a phenomenon that developes itself in one particular portion of the country at any given period of time. During the last century, it has appeared up in south one decade of the great region of Quaker and Germantown. Executive speculation, in any one article, extends from the Delaware to the Ohio, and from the Lakes to the Gulf. In 1825, the monomania in commercial speculation was cotton. Every body was mad about cotton. Every body paradoxed of his neighbor, thinking that the prices would rise, and he would make his fortune in a few days. Speculation in Georgia in 1836, 7. Real estate has swallow the surplus made the western merchants mad—increased the interest of money—troubled the exchanges—and checked the whole fabric of commerce in the south, west, and north. For commercial affairs, France, England, and the U States, are only parts of the great commercial machine.

The evils originally set in motion, are our real estate speculations of 1836, as by the cotton speculations of 1825, have been aggravated by folly, perversity, ignorance and insanity of the parties concerned and the bank one half of which are merely servants of the principles of economics, or if knowing them, sacrifice them to their own cupidity, avarice and ambition. But it is to the consuming in a single great staple, or leading article, that all the present evils are to be originally ascribed. It has diverted nearly 100 millions from environmental manufactures, to be invested in the property that yields no revenue. Another effect has been produced. Farmers have become speculators instead of tillers of the soil. Hence the diminution in cultivation has caused a reduction in the supply of food, and a rise in value, besides an importation from abroad. Under the same influences cotton has been reduced in price, and a general conflict broken out between the different classes of commercial industry.

These are some of the views, which events are developing, and we believe facts place them beyond contradiction.

HAVRE, Nov 17.

100 bales Louisiana, 135½; 35 do do 143; 25 do do 135½; 358 do Alabama, 125½; 13 do Georgia, 148½; 98 do do f 118 50; 13 do Florida, f, 121 50.

HAVRE, Nov 19.

COTTON—Sales of the week 2,929 bales Louisiana f 118,50 a 16,5; 442 Alabama f 115 a 135; 813 Georgia and Florida f 118,50 a 136; 600 Mobile f 122 a 130.

COFFEE—60 sacks Havana 67½; 38 do Hayti 63½; 50 do Rio 64c.

Potashes 25 bbrls American f 60.

MARSEILLES, Nov 19.

"Gentlemen—It would be well for our government to know the difficulties our men of war have when they want to ship stores, &c, here. Our collector has been so unsaughtly to ask for the manifest of one of them, viz the John Adams, to allow them to make a passage. They are frequently in want of little things when they stop here, but as it seems that our men of war are the only ones they pick out to embarrass, it would be as well to be known. On that occasion, they are frequently obliged to leave without the necessary, but have not in want of. There is no doubt if this was represented, it would probably be changed.

COTTON—Our cotton market continued very inactive, since our last Report, until Saturday, the 18th instant, on which day, 1600 to 1700 bales United States short staple descriptions were purchased about two thirds by the trades, and the remainder is said, on speculation, without any change in prices.

Yesterday (Monday), 695 bales, all United States short staple likewise, were sold at prices within the range of those obtained on Saturday.

About 1000 bales new Uplands have been received by the three last packet ships arrived from New York No transactions have yet taken place in these cottons. The opinion of the Brokers is the quality of some parcels of them which they have seen is not very favorable; at any rate our dealers, departing from their usage to favor sellers, have not, hitherto, shown themselves eager to buy these new cottons.

The sales from the 6th to the 14th instant inclusive of 2901 B New Orleans at f 118 50 to f 165, 655 B Mobile, at f 120 to f 160, 142 B Tennessee, at f 102 50 to f 115, 917 B Upland, at f 130 to f 150; and 563 B Bengalia f 77 50 to f 80 the whole duty paid.

THE BEE.

PRINTED BY J. BAYON.

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

NEW-ORLEANS:

TUESDAY MORNING, JANUARY 17, 1837.

APPOINTMENTS BY THE GOVERNOR with the consent of the Senate.

Directors of the State Bank on the part of the State:

Messrs. M. S. Cassidy, P. E. Trioso, I. W. Zacharie, P. Marmiche, G Preval, Jean Mazero.

At an election held by the Stockholders of the New Orleans and Nashville Rail Road Co., on the 16th inst. the following persons were elected directors for the ensuing year.

W. W. Hoffman	J. Rice,
C. Woodruff,	J. Caldwell,
J. Baldwin,	M. Cheeny,
J. W. Breedlove,	M. Gordon,
J. M. Donough,	E. G. De Armas.

The Texian armed schooner Terrible, Capt. Wallace, arrived at the S. W. Pass on Sunday, 4 days from Velasco. *Passengers*—Hon. Mr. Hunt, Minister Plenipotentiary and Envoy Extraordinary from the Republic of Texas to the Government of the United States, Hon. T. J. Green; M. J. Falvel; L. Dashields, M. D.; and J. H. Ferguson.

The situation of our relations with Mexico, is certainly critical, and will give exercise to all the talents and talent of the Van Buren administration. The ignorance and obstinacy of the Mexican government are more difficult to treat with than all the knos ledge and diplomatic skill of more civilized cabinets. We cannot imagine that the Mexican chiefs will have the madness to declare war unless they are bought up by some other power, and we cannot conceive how it could be the interest of any other power to involve the two countries in a war, which could not terminate otherwise than totally to Mexico. In twelve months the American flag would wave over the magnificent capital of that republic, and would probable continue to wave with the consent of the inhabitants. We are not anxious, however for the accomplishment of such an event, and we fervently hope that hostilities will be averted by the good sense and moderation of our own government.

Seldom has any article of foreign news been received with so much satisfaction in this city as that which we published in the Bee of yesterday, relative to the suppression of the disturbances in the island of Cuba. It seemed to be regarded here in the light of a domestic event of the happiest kind, and in fact it ought to be so regarded, for a civil war or revolution in Cuba would be followed by disastrous consequences to the trade of the United States. Gen. Tacon, by the firmness, energy and wisdom of the measures he adopted for the restoration of tranquility, has inserted the thanks of the whole civilized world. He is one of the most extraordinary men of the age and his name is worthy of a place by the side of those of the most famous of the lawgivers of ancient or modern times. It is matter of regret that a man like Gen. Tacon, of great sagacity, experience and rectitude, was not at the head of the patriotic armies in the Peninsula.

This numerous shipwrecks in the vicinity of the harbor of New York, will, no doubt excite the attention of the Legislature to the subject. The Bristol was lost a short time ago, entirely through the inattention or indulence of the pilots, who were not found when they were wanted. Another disaster, with a greater loss of lives, has now occurred precisely from the same cause. The trade of New York will suffer unless this evil be speedily corrected.

To-day the sale of the town of Uncle Sam takes place, and will excite a considerable degree of public attention. The location of the town and the manner in which it is laid out, will insure to it a rapid growth. The plan has been handsomely lithographed and makes an imposing appearance. The streets and avenues are regularly laid out at right angles. The first are named numerically—and the latter have received the names of some of the noted citizens of New Orleans, as Christy avenue, Gordon avenue, Breedlove avenue, &c. &c. We trust the enterprizing company will realize a handsome capital from the sale.

Strenuous opposition is made in Congress and in Pennsylvania to the purposed reduction or repeal of the coal duty. We are induced to believe, from the manifestations of public sentiment which we have witnessed, that the proposition to repeal will be rejected, a consummation which we are not disposed to find fault with, as it would be a guarantee for the continuance of the sugar duty. The object of all parties is to diminish the revenue to the level of the national expenditure. The amount of duty collected on coal is trifling there is will not be taken into consideration. Abolish the tax on foreign wines, on woolens of every description, and on salt—and the desired reduction would be made in the revenue and a great benefit conferred upon the country and particularly the poorer classes. A repeal of the duty on wines, for instance, would render them as cheap in the United States as the country that produces them. Salt is a necessary of life, as it enters into the composition of every mouthful of food, and it ought to be made as cheap as possible. So of woolens—an indispensable comfort for the poor rich. The present enormous duty on woolen cloths operates as an incentive to the smuggler, at the same time that it greatly enhances the price of the article.

The Senate and the Banks.

In our report of the proceedings of the Senate of the 13th instant, published in the Bee of the 14th, we gan an account of the reasons which induced the member from Orleans (Mr. Hoa) to ask for the immediate adoption of a resolution, originated in the house of representatives, the object of which, was to authorize the committee of finance to require into the situation of the different banks of this city. In giving the remarks of that respectable member, we made, blu deliver himself as follows:

"The special committees, formerly appointed, rarely obtained, or rather never obtained, the correct amount of money in circulation, as in the interval between their visits to those institutions, it sometimes happened the the money found in one bank was removed to the vaults of another."

While we feel convinced the gentleman gave the words of the members as they were pronounced, it is but just to add that Mr. Hoa expressed himself in such a manner as to justify no inference of bad faith on the part of the banks.

Mr. Hoa thought it of the utmost consequence to ascertain the amount of specie in the vaults of the banks, which forms the banking capital of the city, if we may so express ourselves. He presumed that in obtaining an exact state of the banks, he should at the same time ascertain the amount of money in circulation while by leaving an interval of a few days between the visits of the committee to the institutions, it would give an increase of the amount of the specie, and the inspection might be rendered nugatory.

The highly praiseworthy motive of the gentleman in the matter, we have no doubt, will be duly appreciated by the Senate, and the proposition to authorize the committee of finance, had the proposition been adopted, to adopt an unfavorable method of exhibiting its mission.

Mr. Mr. Hoa, Kenner paid the Senate of the St. Charles, this evening. Two distinguished strangers have established such a higher reputation in the cities of the north, that we have found on all occasions greatest curiosity to witness their performances; and we cannot doubt, from the unanimous approval of their critics, that those who see them tonight will have abundant reason to be delighted with their visit to the St. Charles. Their first piece is "Lucille, or the Story of a Heart," taken from Bulwer's exquisite novel "The Maid of Malmoe"—written expressly for Mrs. Keeley, and is, we understand, peculiarly adapted for the display of her histrionic powers. We think that have stood the test of both hemispheres, the pieces written exactly to suit them, and have the unqualified and complete approval of the best judges to sanction this opinion, we may well look forward to a delightful entertainment.

STATE LEGISLATURE.

SENATE.

SATURDAY, JANUARY 16, 1837.

Mr Brownson gave notice that he will shortly introduce two bills—one to amend the act creating election precincts in the parishes of East Feliciana and Jefferson, the other to create a separate probate district in certain parts of the parish of Jefferson.

Agreeably to previous notice, the same member introduced a bill to incorporate the congregation of the church of St Martin, in Attakapas, which was read and made the order of the day.

Mr Pain said that in a few days he would introduce a bill to amend the different acts relative to the Montpellier Academy.

Mr Bossier presented a memorial from sundry inhabitants of the parish of Natchitoches, praying for the incorporation of a company to construct a rail road from Natchitoches to the Sabine. The memorial was related to a special committee, composed of Messrs Bossier, Dupré and Davis.

Mr Hoa, agreeably to notice, introduced a bill to amend the act relative to the organization of the court of probate in the city of New Orleans. This bill fixes the salary of the judge at $4,500.

A message from the Governor was received, transmitting the annual report of the land office.

Mr Hoa moved for the printing of 100 copies of this document. The motion was agreed to.

The Senate then proceeded to the third reading, by the title only, of a bill to incorporate a company to construct a rail road between Madisonville and Covington. The bill was passed.

The resolution offered by Mr. Penn, on the subject of sale of public lands, was read a second time and made the order of the day.

The bill to extend the prison bounds of the parish of Jefferson was also read a second time, and also, the bill relative to roads and highways in the parish of East Baton Rouge.

Mr. Labauve observed that as this bill was of a local nature, he would move that the Senate dispense with its rules and proceed to the third reading, and the bill was read and passed without opposition.

The Senate took into consideration the bill to amend the acts relative to the Montpellier Academy and the college of Alexandria.

The Secretary began the reading of a letter on the subject of this bill, when two sealed messages were announced from the Governor, and the Senate sat with closed doors on executive business.

In about 20 minutes the open session was resumed.

The hour being late, on motion, the senate adjourned till tomorrow at 10 o'clock in the morning.

NEW YORK, Jan. 5.

Another dreadful shipwreck—the barque Mercine cast away at Hassatent Beach—Loss of over a hundred human lives.

We hope today another melancholy disaster, more extensive, more calamitous than even the loss of the ship Bristol. Again has our economic pilot system, or rather our want of all system, sent over a hundred human beings to a watery grave. The principal particulars, as we could get them last evening, we annex:

On Saturday evening and on Sunday morning, the barque Mercer from Liverpool was riding off the Hook waiting in the vain expectation and hope of being boarded by a pilot to convey her safely into port. She was then obliged to put to sea to escape the awful fate which, notwithstanding all her efforts, she was unable to avert.

On Tuesday last she neared again—hoisted signals—a third time there were no pilots. A dreadful snow storm raged. The crew, from long exposure, were almost frozen to death—the vessel was thinly manned, almost unmanageable—to have sold out would have been death: she attempted to gain the port, this was death. The vessel struck yesterday morning early, and went to pieces—her boat was got out, but was useless. In a most dreadful state, the captain and a few got on shore—almost stiffened into lifelessness. In the afternoon, six of the suffering survivors were brought to the city.

Passenger Passengers—Since the above was in type, we have heard that the total number of souls on board, at the time of the vessel's sinking, amounted to 114. Of this number, the only persons at present known with certainty to have been saved are, 8, viz: the captain, a boy, a black steward, or cook, and three others. They were taken off the bowsprit, and are severely frostbitten. The vessel lies with her masts and yards to leeward, and a tremendous sea breaking over her. The survivors relate that the vessel struck yesterday when they quitted the wreck, but think it very doubtful, unless they have been relieved, that any can now survive. Signal guns were fired for about before the accident. Where were they, and what were they doing?

New YORK, January 5.

Another Liverpool Ship Lost.

Last evening we received intelligence of the loss of the Bristol ship Tamarick, Captain Cary, and announced the fact in our edition for the country. We have now the painful task of adding some particulars. Cap Kind Liverpool on the 11th of November, with merchandize, four cabin and one hundred and twenty steerage passengers, and a crew of twenty six men, and arrived off Sandy Hook on Saturday afternoon. No pilot boat was in sight, and Capt Kind stood off and on, during the night, with lights hoisted, and at times yawing guns and sending up rockets. On Sunday evening the storm came on, and he was compelled to bring the ship under a strong sail and scudding, and was running a great distance from this port. On Wednesday morning, about four o'clock, they had eighteen fathom of water. At this time it was snowing fast—and in less than one hour they were in eight, and in a few minutes the ship struck, about three miles from Fire Island light.

At day break a boat was seen ashore with a line, but it was upset in the surf; the persons on it, however, at last succeeded in reaching the shore. Another boat was launched, and a kind providence favored this attempt. The gale subsided a little, all the passengers were landed before the sun set. Although they were all landed in safety, every one suffered from the severity of the weather, and one child was frozen to death.

The Tamarick was a new ship, of upwards of 600 tons burden, built at Quebec last summer, and was owned in Liverpool, and consigned to Messrs Douglas Robinson & Co. of this city. Her cargo, we have been informed at Liverpool for 600dl, and in ships city $7000 on freight and cargo. Very little hopes are entertained for either vessel or cargo, as the sea was mountainous when her crew left her. The names of the cabin passengers are, Miss Mary Ann Hewson, of Dublin; Messrs Thomas and Samuel Anslow, of England, and Mr. William Simms, of Scotland.

Loss of the Ship Superior.

New York, January 5, 1836.

We mentioned and lamented the loss of this ship on Wednesday, and expressed some fears for the safety of the crew. It affords us pleasure to announce their safe arrival at St George's, Bermuda. The following particulars we copy from the Courier of this day.

THE SUPERIOR—She sailed from Marseilles on the 25th of September, bound to this port, and had light winds to Gibraltar in 10 days. Nothing worth mentioning occurred until the gale came from the north west, when it blew a hard or great degree, that it was with difficulty she could be kept free from water, and Capt T. thought it the safest plan to bear up and run before the gale. A few days after this, the wind veered to the eastward, blowing strong and steadily, and the prospects were good for her safely carrying the hopes of the way to New York, the Superior was once more headed for the port of her destination.

On coming our coast, the wind hauled suddenly right in her teeth, blowing almost a hurricane. After battling the storm for four days, her course on the 25th was altered for Bermuda again. On the 29th, Captain Tyson judged himself to be 30 miles North of this island; but this computation was incorrectly very erroneous, not having had an observation for two days. About o'clock of the 29th, the ship was struck by a heavy squall from the South West, which knocked her on her beam ends, but succeeded in wearing round, and she righted. The pumps were at that time choked, and the ship had six feet water in her hold; by dint of bailing, she was kept free till 11 o'clock, when the sea became smoother, and on taking a cast of the lead, but ten fathoms of water were found. This was the first intimation of danger, and although every exertion was made to wear the ship round again, she struck the bottom and knocked off her rudder. Being thus disabled and the water making fast in the hold, the anchor was let go to prevent her drifting. Till 8 o'clock next morning, she rolled and pitched tremendously, and there being no appearance of any assistance coming from the shore, the long boat was hoisted out, and in it, besides the crew, and seven men unattached to St George's, distant ten or 12 miles.

At half an hour after the boat left, another heavy squall struck the ship and drove her into deep water, where she sunk with the water even with the top of her rails. Those left on board immediately took to the remaining boat and all reached the shore safely, saving nothing but what they stood in, not even the ship's money and ship's papers. Captain Tyson writes that every an instance was rendered him by Mr Tucker, the Admiral from comm, to acknowledging our indebtedness as possible from the wreck, but he feared great loss would be lost by its drifting to different parts of the islands where the inhabitants took possession of it. The crew left Bermuda in the brig Calvin of this port, bound to Wilmington, N C, where they arrived in safety on the 25th ult. Captain Tyson remains at Bermuda to attend to the interest of those concerned.

The Superior was a remarkably stout, Philadelphia built ship, owned by Capt Wm Tyson of this city.—his brother was its commander. She was insured for $12,000, but was estimated to be worth 20,000.

Call of the First Municipality.

Monday, 16th January, 1837.

The Council met this day agreeably to adjournment.

Half an hour after the time appointed, the Recorder having called the members to order, and invited the Secretary to make a call of the members, the members present were—Messrs Bertin, Canon, Genas, Gratiot, Lafargue, Pedesclaux, Prados, Preval, Sarrebourg, Smith and Wilcox—14.

The Council are absent, were Messrs Arnoux, Corbelin, Delsome, Couger, Thomas, Wiley, Dubreuil, Gaudin, Hugh, Lanzenberger, Colson, Thomas and Lelarger.

Resolution, that the Secretary of Motion Lanzenberger, and W F O Dubreuil be excused.

Then being no quorum in the council,

On motion, the council adjourned until Monday next the 23d inst, at 10 o'clock p m.

A true copy.

D'AUGUSTIN, Sec'y.

STATE OF LOUISIANA.

Thirteenth Legislature—First Session.

HOUSE OF REPRESENTATIVES.

FRIDAY, JANUARY 13, 1837.

The House met agreeably to adjournment.

Mr. Briant presented the petition of sundry inhabitants of St Martin, praying for certain amendments to the charter of the Catholic Church therein contained.

On motion, ordered that said petition be referred to the committee on propositions and grievances.

Mr. Wadsworth presented the petition of sundry inhabitants from the parishes of Plaquemine and St Bernard praying for pilots.

On motion, ordered that said petition be referred to the committee on propositions and grievances.

Mr. Canon gave notice that he will shortly introduce a bill entitled.

An act to amend an act entitled, an act to incorporate the subscribers to the St. Charles Theatre, Arcade and Arcade Baths Company, and New Orleans Theatre Co., approved 14th March, 1836.

Mr. J. Morgan of St. Landry, gave notice that he will shortly introduce a bill, entitled.

"An act supplementary to an act creating additional election precincts in the parish of St. Landry.

Mr. Avery gave notice that he will shortly introduce a bill entitled.

An act to amend an act, entitled, "An act to authorize district Judges and Justices of the Peace, to grant certificates to certain cases," approved 9th January 1836, and.

An act to amend an act, entitled "An act supplementary to the several acts authorizing the erection of penitentiary house, in the town of Baton Rouge, approved 10th March, 1834," and for other purposes.

Mr. Briant gave notice that he will shortly introduce a bill entitled:

"An act to give power to the police jury of the parish of St Martin, to borrow a certain sum of money, for the improvement of navigation, and for other purposes.

Agreeably to previous notice, Mr. Lawson introduced a bill entitled:

"An act for the relief of the poor schools of East Feliciana." Which underwent a first reading, and on motion, was referred to the committee on claims, with instructions to report them.

Agreeably to previous notice, Mr. Sparks introduced a bill entitled:

"An act supplementary to an act entitled an act to incorporate a Marine Insurance Company, passed the 9th March, 1836," which was read for the 1st time and on motion, referred to the private bill committee.

Mr. Ernst, agreeably to previous notice, introduced the bill entitled:

"An act to extend, prolong and amend an act entitled "An act to incorporate the society for the relief of destitute orphan boys," approved 1st February 1825, which was read for the 1st time and on motion ordered to be printed.

Agreeably to previous notice, Mr. Moore introduced a bill entitled.

"An Act for the relief of T. and F. Harris deaf and dumb boys," which was read for the 1st time and on motion, ordered for a second reading on tomorrow.

Agreeably to previous notice, Mr. Poydras introduced the bill entitled:

"An act relative to the grand levee, and to the dike of the lower channel of Jefferson," which was read for the 1st time and on motion referred to the committee of internal improvements.

The speaker laid before the house the resignation of the Hon. Alexander Mouton in the capacity of representative of the parish of Lafayette.

On motion of Mr. Hale, the clerk was directed to inform the seat the Excellency, the Governor of the State.

The Speaker laid before the house, the following communication from the Governor.

New Orleans, Jan. 12th, 1837.

To the Senate and House of Representatives.

In compliance with the 13th section of the act of March 4th, 1833, "To incorporate a board of public works and create a fund for internal improvements," I transmit herewith the annual report of the board.

(Signed) C. D. WHITE,

Governor of the State of Louisiana

On motion ordered that said report, together with the accompanying documents be printed.

ORDER OF THE DAY.

The house took up the resolution, appointing a joint committee to examine the New Orleans and Catholic Church for relief of unfortunate orphans.

When was adopted with an amendment.

The Speaker appointed Messrs. Rogers, O. T. Morgan and Kenner on said committee.

The clerk was directed to report the concurrence of the Senate in the same.

The house took up the resolution instructing the board of public works, to cause a survey of Lake Pontchartrain and Red River rail road, which was on motion adopted.

The clerk was directed to report the concurrence in the Senate in the same.

By a message sent from the senate by Mr. Davis their secretary, the house is informed of the concurrence of the senate, of the resolution instructing the Civil Engineer to make a survey of the Bayou Lafourche, and the proceeding of the joint committee on both houses, to investigate the situation of the Citizens Bank.

The house then resumed the consideration of the resolution of Messrs Gardere, Lewis and Tete, have been appointed on said committee on behalf of the Senate.

The following message the concurrence of the House is requested in the following title, viz:

"An act to grant a compensation to citizens in the parish of Claiborne."

And, "An act to create additional election precincts in the parish of Iberville, Rapides and Avoyelles, which were read for the first time and on motion referred for a second reading on tomorrow.

THIRD READING.

The house took up the following bills on third reading.

"An act to define the duties of the Interpreter of the Criminal Court of New Orleans.

On motion, the house went into a committee of the whole.

Mr. Pain was called to the chair.

After a while, the committee rose, the committee reported the bill without amendment, and on motion the whole bill and said bill under consideration, and had adopted, as amended.

On motion, ordered that said report be adopted.

The house then resumed bill, when as adopted.

On motion, ordered that the same do pass and be transmitted.

The clerk was directed to request the concurrence of the senate in the same.

The house took up the bill entitled.

"An act to incorporate the Louisiana and Mississippi Rail Road Company.

On motion, ordered that the same be made the special order of the day for Tuesday next, the 17th instant.

The clerk was directed to request the concurrence of the senate in the same.

The house then adjourned until Monday next at 10 o'clock, A. M.

COMMUNICATED.

MEMORANDA.

Sch Tom Tabby off the S W Pass.

Brig Inez, Lyon, at Tampico for this place soon.

Sch Flor Texas sailed from Tampico for this port on the 5th inst.

Going into Liverpool, Nov 26, S. America, Brinton, ship John Taylor, Lace, from N. York, Nov 1. No other ship or vessel of America was in sight at Liverpool. Sailed 24th, Turbo, Johnson, Boston; 31st, Kensington, Cottin, N. York; Cour de Lion, (Br) do. having put back 20th. Cut for lig 19th, Hark Away, and Hibernia, N York. Arr. Solon, Wood, for Pensacola, 20th.

St Petersburg, Nov 4—Nine ships are reported to have been lost on Holland, on Sunday night, (Oct 30). The names of seven only are known, viz. Ann Hall from Hamburg, reports the names of three British ships and 1 Holland; the others supposed to be not British, and several blows upon the coast of Holland, Friesland and on Amelland only saved. Of the other vessels, Hull, 3 a 4 Ts. A ship waterlogged, main and mizen mast gone; by the Dark, foremast gone half mast high, bowsprit standing, with bust head, yellow sides and black ports, was taken in tow, lat 49, lon.

At Lord Lans, Nov 14—Spoke, ye, (Ann) for New York, nm; Hyperion, do Nov 30, Hercules, do 30th Dec; Cons, 14, New Orleans, 13th Nov; Eleanor, do 29th Nov. Gen Foy, do 5th Dec; Lady Adams, for Valparaiso, nm.

Pauillac, Nov 11—Sld Indus, Clement, N. Orleans.

New York, Jan 4—Arr. ship Billy, Havre, Nov 30. Left ships Charles Carroll, Henry IV, Rhone, for New York on 1 year ago days. Andrew Scott, New Orleans 24th; Bolivar, do; Ann, New York, Jan 8; Richmond, free Richmond, off the port waiting orders.

Philadelphia, Jan 7—The barque Ella Hand, Matthews, from New Orleans was spoken on Monday last, at anchor in the Delaware Bay, above the Ledge, in the city, by Mr West, pilot of a vessel arrived at New York, from the Delaware Breakwater. Mr Fuller, a pilot of the Ella Hand.

Hence to New York, Jan 6, ship Mississippi, Collins, 6th brig Julia, Keller.

Hence to Bremen, Nov 7, the Canton, Parrington.

Ship Columbus, Dec 23d, spoke ship Sarah, out from Boston for New Orleans. Jan 8, saw barque Argosy, The double headed shot keys.

MARINE NEWS.

PORT OF NEW-ORLEANS.

CLEARED

Ship Macedonia, Weeks, Liverpool, L H Gale.
Barque Anne Louise, Latter, Nauz, J Lafaudre.
Brig Sarah, Mayo, St Marks, Master.
Sch Eliz, Vanscoten, Campeachy, Master.
Sch Pilot, Philips, Tampico, Master.

ARRIVED.

Tow boat Porpoise, Martin from S. W. Pass, towed to sea brig McDuffand and brig Gustave, brought up barque Hortensia, brig Hercules, brig Georges and sch Pennsylvania off the passes, 14th (no report) ship Kentucky on the Bar bound out.

Tow boat Sarah, Dunlap, from S. W. Pass, towed to sea ship Mt Letter, brig Fair Trader and sch J W Tucker, let barques on the Bar and A. Mebrook up to brig Dec