THE BEE.

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NEW-ORLEANS,
MONDAY MORNING, NOVEMBER 14, 1831.

The alarm bell called our citizens to the Basin, at half past nine o'clock on Saturday night last. The fire had originated in a wooden tenement, fronting the basin; the house, in which it broke out, together with an adjacent frame hovel, was consumed. The further progress of the flames was checked by the general assistance of the citizens and activity of the firemen and officers of engines numbers one and two. A gentleman, we are sorry to state, was considerably injured by the fall of a portion of the crumbling ruins.

STEAM-BOAT LOST.—By the Watchman, arrived last night, we are informed that, the steamboat CUMBERLAND, captain Dellard, from Louisville for St. Louis, with about 200 passengers on board, struck a rock at Grand Tower, on the 5th, and was entirely lost—seven persons were drowned, mostly women and children.

The laborers, engaged at Philadelphia for the excavation of the canal, arrived on Saturday last, and made a most unfavorable debut in our city. They had barely been two hours in port, when, we are informed, they maltreated the captain and crew of the vessel, which conveyed them here. The seamen now in port took a part, it would seem, in the concern, and many of the laborers received ample evidence of JACK's system of retaliation. Cracked crowns and streaming noses were the portion of more than one luckless wight.

Last Saturday's mail brought New-York papers of the 28th, Baltimore of the 29th ultimo, and Charleston of the 3d instant. They contain no foreign intelligence of late dates, and little of interest in the home department.

The Schooner Breakwater arrived at Stonington, Connecticut, on her return voyage from a sealing expedition to the Faulkland Islands. The mate and crew of the schooner, after receiving some indignity at the hands of a party of men, from the port of St. Louis, acting under the orders of the self constituted Buenos Ayres authorities, succeeded in rescuing the vessel from the hands of the guard which had been placed over her, took in some of the hands who had been forcibly landed, and returned home. We learn from the Journal of Commerce that our government have refused the pretended rights of the Buenos Ayres' authorities over the Faulkland Islands. We give below an extract of the log-book, which we take from the Journal of Commerce.

The Baltimore and Ohio Rail Road Company are about laying the second track of rails on all parts of the road between Baltimore and the Potomac, which as yet have no double track. We fervently wish soon to see such proposals issued by our rail-road company, whose enterprise has given the impulse to those schemes of internal improvement, which must, at no distant period, place New-Orleans, on a footing of commendable rivalry, with other cities of the union.

Letters from Sumatra, says the Salem Gazette, state that the natives continued to manifest a most treacherous disposition towards Americans, and the vessels on the coast were obliged to keep a strict guard and sharp look out day and night to prevent attack or surprise. Many of the articles plundered from the Friendship were daily exposed for sale at different ports on the coast; and the easy capture of that ship seemed to suggest to many others the idea of trying what they could do for themselves in the same way. An unsuccessful attempt to poison the crew of one of the vessels had also been made and it is believed nothing short of a severe chastisement, which, it is to be hoped, they will shortly receive from the Potomac, will effectually put a stop to the increasing treachery and arrogance of these semi-barbarians.

FROM PERNAMBUCO.—The brig J. Ashmun, has arrived at Philadelphia from Pernambuco, whence she sailed on the 3d of Oct.—We learn, says the Philadelphia Inquirer of yesterday, that on the 10th September the soldiers at Pernambuco revolted, and took possession of the City, and kept it for three days. After they had possession, they threw off their armour, and (in disguise,) plundered almost every store in the city; but as they were retiring with their plunder, were met by the citizens, (assisted by the American and English residents,) and the city was re-taken. Eight hundred soldiers were killed, and about two hundred wounded; the citizens lost fifteen killed, and two wounded.

Office of the American,
Baltimore, October 29, 4 P. M.

Insurrection at Pernambuco.—A gentleman who was present at the late insurrection in Pernambuco has favored the editors of the *American* with the following particulars. On the 14th and 15th of September, all the Soldiers revolted and commenced a course of outrageous conduct, breaking open all the dry goods stores and shops in the central part of the town, known by the name of St Antonio. On the 15th a small party of Americans and English marched to the relief of the inhabitants, and for some time arrested the progress of the insurrectionists by preventing them from crossing a bridge. To the astonishment of every foreigner, the Brazilians kept close within their houses. At the commencement of the disturbances, the General in command put spurs to his horse, and was not seen nor heard of until quiet was restored, when he returned to the town, apparently much exasperated, with a body guard of 800 men. The number of the soldiers amounted to 1400, while the militia in the city and suburb could muster 10,000 fighting men (if the term may be used,) but in consequence of the sudden flight of the commander, they knew not where to rally or meet. Through the perseverance of a distinguished Brazilian, named Sheco Molack, formerly commander of the army, a body of twelve or thirteen hundred men was raised and marched into the town, and with very little fighting restored every thing to quietness. Thirty or forty of the militia were killed, while about 470 soldiers were left dead on the field. It was estimated that upwards of 900,000 milreas were destroyed. A great many persons made for the country with their booty. Some of these were caught, and marched towards the town. On the way many were told to run off and while so doing were brutally shot down. The gentleman who relates these particulars witnessed the deaths of twenty persons in this manner. It was generally thought that some of the inferior military officers were concerned in the plot. The soldiers themselves said that their leader had not been caught, and great fears were entertained lest they should try to raise a body of men to liberate the soldiers confined on board of the vessels in the harbour. If the latter should get on shore the destruction of lives and property will be immense, especially among the foreigners, as the soldiers express a determination to avenge the death of their comrades. About one hundred foreigners exerted themselves to put down the revolution, for which they were upbraided by such of the inhabitants as dared to make their appearance, and asked "what right they had to interfere and shoot their countrymen."—It was the generally entertained opinion that another disturbance would take place ere long, on account of the hatred existing between the old [illegible] and Brazilians.

[illegible] the same night a disturbance of a similar nature took place at Parahiba, a small town on the coast about 90 miles from Pernambuco. It had every appearance of a preconcerted plan.

The markets were dull for American produce.

From the Boston Gazette.

A report prevailed at St. Salvador, (Bahia) 18th Sept. that the U. S. frigate Capt. Thompson, had been lost on the coast of Brazil with nearly all her crew. The report was brought from Rio, by a vessel which sailed about the middle of August but accounts direct from that place to the 4th of September make no mention of the loss of the Guerrier. The story, therefore, is not entitled to the least credit.

Arrival of Mr. Van Buren in England.—The London Herald of the 12th Sept. received in Baltimore, says;—The American packet ship President, Captain Champlin, passed through Spithead yesterday evening, in twenty-four days from New-York: she is a splendid vessel, and brings as passenger his Excellency, the Hon. Martin Van Buren, as Ambassador from the United States to this country. He landed at Cowes.—*Commercial Adv.*

From the New York Journal of Commerce.

We have been favored with the following extract from the schooner's Breakwater log-book.

HARBOR-LOG, Thursday, 18th Aug. 1831, civil time.—Lying at anchor in the harbor of Salvador, near the head of Marville Bay. The Captain and Mate, with one boat's crew, gone to Port Louis. First part, calm, clear weather. Sent a boat for water; filled six barrels. Middle part, moderate breeze from the westward. About 3 P. M. saw our boat in which the Captain left, running down with the sail set, which prevented our seeing who was in her, until she was alongside. They proved to be a gang of 10 or 12 men from port Louis, headed by a Captain Brisbane, and armed with muskets and pistols. They sprang on deck, and with presented arms ordered the crew below. Capt. B with a pistol in his hand, followed me into the cabin, and demanded the vessel's papers together with the captain's and my own private journals. Also all the fire-arms belonging to the vessel. He took from the Captain's trunk the schooner's papers, and his journal, which was in sight, but gave me permission to keep mine till called for. He then ordered the crew to provide themselves with some bedding and proceed in the boats to an island up the harbor; and directed me to accompany them. To this I objected, and in fact refused, unless compelled to go by force. He at length consented that the 3d officer (Mr. Sutton) should go with the crew, and I remain on board, with the steward. He subsequently agreed to leave a man belonging forward, to look out for the people's dunnage; but without my request. At sunset the crew left the vessel, guarded by five men each boat; and after landing them, the boats returned. Capt. Brisbane returned to Port Louis by land, leaving 13 or 14 men on board, in possession of all the muskets (as he supposed) as well as those brought with them. I learned from the guard left over me, that the schooner Harriet was under seizure at Port Louis, and her officers and crew on shore under guard. That the Harriet was to be sent to Buenos Ayres soon for trial, and this schooner also, after being taken round to Port Louis. That every thing was done by Capt. Brisbane under orders from Louis Vernet, who professes to act by authority of the government of Buenos Ayres.

Aug. 19. Orders were received from Mr. Vernet by the guard, to have two weeks' provisions sent up to the crew, and the boat had taken up the bay and hauled up; the men to return to Port Louis, with the exception of five, who were to remain on board the schr. armed. This was done, and the day closed with calm weather.

Aug. 20. About midnight, having a rifle and two muskets, I secured the guard on board, four in the forecastle and one in the after hold, and sent T. Kennedy and the steward in the boat for the crew on the Island. They returned about three o'clock A. M. when we hove up both anchors and got out of the bay before day light, previous to which I landed the guard I had confined. At 10 A. M. cleared away Marville bay. At 12, the South point of the bay bore W. by S. distant 20 miles by computation, began in lat. 51.22 S. and long. 57.52 by chart,—from whence I take my departure.

Certificate furnished by Capt. Brisbane.

This is to certify that I have taken by force of arms from the Mate of the schooner Breakwater, Mr. O. York, the papers of the said vessel, viz: her Register, Clearance and Crew list, which were forcibly taken from the Captain's trunk, and I have also taken possession of the Log book, the Journal of Capt. Carew; and by force of arms, acting under the orders of Mr. L. Vernet, I have taken possession of the schooner Breakwater, as she now lies in the harbour of Salvador, East Falkland.

August 17, 1831. Signed.
MATH. BRISBANE.

RAILWAY ACCIDENTS.—As the seven o'clock first class train was proceeding yesterday morning along the Brozeley embankment towards Manchester with the Etna locomotive, the axle gave way, and the engine being no longer able to keep the line, ran down the embankment. The concussion occasioned by the sudden interruption of the train caused the overturning upon the road of the two or three leading coaches, the four other coaches retaining their position upon the rails.—The passengers, though a good deal alarmed, escaped uninjured, and the engine man and fireman were only slightly bruised. Unaccompanied as this accident has been by any serious consequences, it is most satisfactory in its results to the public, and to those interested in railways, as practically exhibiting the effect of an engine being precipitated over a steep embankment, viz: that it with immediately pluck itself loose from whatever may be attached it. With respect to the cause of the accident, the breaking of the axle, we understand it is one of very rare occurrence, and we are also informed that the additional precautions which are now in progress as such are to render a repetition of it almost impossible. On Wednesday, the man at the stationary engine house on the Boston railway, (contrary to the orders given him that very morning, we understand, not to permit more than 20 tons of goods to descend the inclined plane at a time.) allowed a train containing seventy tons to descend, while a train of four empty wagons had to ascend.—The velocity became so great, that on the empty wagons arriving at the top, the rope broke, and they were thrown one upon the other in the most extraordinary manner, and much injured. Unfortunately, however, this was not the extent of the mischief. A poor fellow, who had only been two or three days employed on the railway, and who was with the empty wagons, was crushed to death by their concussion. The unhappy offender, whose negligence occasioned the catastophe, has been dismissed from his situation.

Liverpool Mercury.

At a meeting of the British Iron Masters, held on the [illegible] August, 1831, it was resolved—

1st. That it is the opinion of this meeting, that the quantity of iron made, has for some time exceeded, and still does exceed, the demand.

2d. That the consequence of such excess has been so to reduce the price of iron, that it has ceased to remunerate the iron masters for the capital employed.

3d. That, to restore the trade to a sound and healthy state, it is the opinion of this meeting that a diminution of the make of iron should be effected, to the extent of 25 per cent. on the quantity produced by each work, when in full operation, and that such diminution should continue for the space of twelve months.

4th. That it should be recommended to the makers of iron in the respective districts of South Wales, Staffordshire, Shropshire, Yorkshire, and Scotland, to appoint committees, equitable to arrange the make of the respective works, so that the said reduction of 25 per cent. may be effected; and that the committees so formed communicate with each other, and report to the chairman of the present meeting, when the object is effected—which report, it is requested, may be made by the 21st September next, so that he may call a general meeting of the trade, to determine on future proceedings.

It is stated to us upon authority not to be doubted, that a single house in England, concerned entirely in the iron trade, and especially in the shipment of bar iron to this country, has recently failed for *one million pounds sterling.*

———— If I be not asham'd of my soldiers, I am a souc'd gurnet. A mad fellow met me on the way, and told me, I had unloaded all the gibbets, and press'd the dead bodies. No eye hath seen such scare-crows. There's but a shirt and half in all my company; and the half shirt is two napkins, tack'd together, and thrown over the shoulders like a herald's coat without sleeves.—*1st part of Henry 4th*

Truly, Sir John Falstaff should have lived a little longer, and travelled to New-York, to witness the turn out of the militia yesterday. Such a medley we never beheld; Russians, Hungarians, Cossacks, Highlanders, and Africans in warlike costume, appeared in effigy to grace the militia festival; and in order that nothing might be wanting, a stray fishmonger or two appeared, with salmon by side instead of sword, to testify his obedience to the laws, in appearing on parade. The mirth of our citizens was necessarily excited by such a pompous parade, and many a hearty laugh resounded through our streets of business as the cavalcade passed. The officers did not appear to relish the joke as well as the spectators, as they ruthlessly condemned some of the actors in the pantomime to drill duty in some bye-place, where the humours of clown and pantaloon, would not be so visible to an admiring audience. Were it not for the drollery depicted in the rogues faces, we could almost have imagined that a foreign regiment had marched into our city, accompanied by some strange prisoners to honor their triumph. If we have had such a display on a mere preparation day, what may we not expect on the grand parade, which will shortly take place? We will prepare our pencils for the occasion, that the waggeries of our militia may not be lost.

It is difficult to add a solemn sentence to an account of so laughable a scene, but we will endeavor to be serious. When a system excites so much ridicule as the present militia regulation, and when the individuals who are compelled to attend to its duties, manifest so strong a repugnance to their performance, is it possible that any good can result from its continuance? The name of a soldier is rendered farcical, our militia men are converted into masqueraders, and the very system by which so much was accomplished during the late war, rendered a laughing stock not only to the idle, but *par force* to the best portion of the community. All this is worse than ridiculous, it is injurious to a spirit that may be rendered not only serviceable, but essential. Let us hope that some amendment may be accomplished before the next militia meeting, for although we way enjoy a joke, yet when it comes so very near home, and may be attended with unpleasant consequences hereafter, we would rather lose the chance of smiling, than run the risk of mourning afterwards.—*American Advocate.*

COMMERCIAL.

From Levy's Price-Current.

The weather, for several days past, has been wet and cold, causing delay to out-door affairs. The Mississippi has risen in the last two weeks 1 foot 9 inches below high water mark.

COTTON.—Arrived since the 4th instant of Louisiana and Mississippi 5266 bales, Lake Pontchartrain 110; together 5376. Cleared in the same time, for Liverpool 973, Havre 1140, Marseillas 753, Barcelona 392, New-York 989, Philadelphia 131; together 4378—making an addition to stock of 998, and leaving on hand, inclusive of all on ship-board not cleared on the 10th inst., a stock of 46882 bales Since ours of the 5th inst., there has been a brisk demand for fine Cottons, and selection from choice parcels have readily brought 10¼ cents—we do not however, alter our quotations on that account, for the market in general, for other descriptiods remain the same as last remarked, from 7 a 10 cents. The arrivals continue to present the same appearance, inferior to the crops of former years, but the staple, it is said by experienced dealers is very good, and when color is not an objection, will answer the purpose of the manufacturer as well as the crop of last year.

SUGAR.—The best quality of the new crop continues to command 6 cents per lb., not much, however, selling at this moment—a lot of 25 hhds., said to be very fine, sold on the Levee a few days since at 5¼ cants; this reduction in price, we are informed, was owing to circumstances which always have their effect prejudicial to the article, distance from warehouse, bad weather &c. we do not, therefore, think it a correct quotation. Cleased this week, for New-York 13 hhds. 1 bbl., Philadelphia 295 hhds., Boston 36 hhds. Charleston 15 hhds. to9ether 359 hhds. 5 bbls.

MOLASSES is scarce in the city, and in demand at 22 cents, casks included. We have not yet heard of any important sale on plantation. Cleared this week, for New-York 41 hhds. 230 bbl., Boston 16 hhds. 27 bbls., Charleston 16 bbls.; sogether 57 hhds, 273 bbls

TOBACCO—We have nothing new to add to former remarks—the little remaining on hand is confimed to few holders, and is diminishing as fast as possible. Small sales continue to be made for city consumption at higher rates, but we quote the article much the same as before. No arrival this week. Cleared, for Havana 10 hhds, New-York 64, Philadelphia 154; together 228. Remaining, including all on ship-board not cleared on the 10th inst, 2578 hhds.

FLOUR is very dull—we quote the few sales that have been made this week at $5 25 a $5 50. Arrived since our last report 279 bbls.

PORK has not improved in demand since our last remarks, and present quotations, though at a reduction, are not easily obtained. There has not been an arrival this week.

LARD.—We make no alterations in our quotations—small lots of good quality occasionally bring 10 cents, 9 however is the general rate; it is dull at one and the other price. Arrived this week, 26 kegs.

OBITUARY.—Death is inexorable. Sex nor age virtue nor all the exalted qualities which mark and dignify the human character can stay the sweep of its remorseless hand. Reason and philosophy may teach a lesson of submission to the inscrutable dispensations of providence, but reason and philosophy are weak against the throbbings of the heart, anguished by the ruin of its warmest feelings: on the tomb of a beloved parent, who lavishes the inexhaustible fountains of maternal love on their heads, the doating son, the helpless, heart-stricken daughter, steeped in unuterable grief, must pour the tribute of their tears.

Mrs. F. DUTILLET, at the advanced age of 67 years, after a month's and a half suffering, has paid the debt of humanity. This lady, whose righteous and charitable soul enshrined the best domestic virtues, has passed away from a numerous family, who were blessed with her dearest love during her life, and who are thrown in nameless affliction by her death. Her children, especially, who never abandoned her bedside, during a protracted illness—who tended her with all the deep devotedness of filial affections—her husband, the partner of her joys—the shaaer of her sorrows, are now comfortless, and nothing can assuage the bitterness of the future. These feelings are common to all, who knew the deceased. Light lie the turf on her breast. None more deservedly than she as a true friend, an exemplary spouse, a loving mother, had claims to the affections of her family and respect of her friends: there is a promise of reward for souls like hers in the book of life.

THE person, who received goods from ship Kentucky and took away, through mistake, a barrel marked No. 14, with a diamond O, is requested to be kind enough to inform in the subscribers thereof. nov 12 F. ORIOL & Co.

FRENCH BLANKETS.—50 bales Grenier's Blankets for sale by
nov 12 J. MAGER.

Marine Journal.

PORT OF NEW-ORLEANS.

CLEARED ON SATURDAY.

Ship Golconda, Norris, for Gibraltar and Cadiz, by Lincoln & Green—cargo: 68 bales pintado, 390 hhds tobacco, 104 bales cotton, 32,471 staves.

Brig Susan, Thing. for Rum Key, by G Bedford, in ballast.

Brig Edwin, Adams, for Cadiz, by A Lanfear—cargo, 36,752 pipe-staves.

Schr. New-Packet, Manson, for New-York, by G Bedford—cargo, 43 hhds. 17 tierces, 291 bbls molasses.

Sloop Sarah, Cano, for Pensacola, by the master—cargo, flour, pork, hams, sugar &c.

ARRIVED YESTERDAY.

Steamer Grampus, Wales, from the Passes—having towed to sea schrs Paulina, and Amazon; brought up brig Premium, from New York—Schr May-Flower; and Pacahontas—Left S W Pass on the 12th at 10 a m, only one schr in sight: at head of S W Pass brig Velta, from Turks Island, with salt; a brig and schr Temperance from Jamaica, out side S W Pass.

Steamer Post Boy, Martin, from S. W. Pass towed to sea ship Missouri; brought up from sea, ship Russell; and ship Ann: and Tres Manuales. Left a schooner at point La Hache, name not known; several sail at the Turn, previously reported.

Steamer Porpoise, Davis, from the Passes—towed to sea ships Alabama and Wodbury, brought up ships Helen Mar and Halcyon, and schr Dart. Left at the Turn brigs Iris; Crawford; and Jalapena. Left the Pass at 4 p. m. on the 10th, nothing in the offing. A brig and 2 schrs at N. E. Pass.

Packet ship Russell, Rider, from New-York, to Barstow & Adams—Cargo, to E L Bracy; Reynolds, Byrne & co; N & J Dick & co; C Redon; Steteson & Avery; W Smith; P Connelly & son; Thomson & Grant; A Eliot; Rade & Deranco; Callender & Deblois; W Bishop; A Fisk, Watt & co; P W Bishop; Rogers, Slocomb & co; J A Merle & co; J W Collins; Harlow & Hullen; Cowell, P Gibney; M Walton; J Lully; J M Duperu; Rose & Anchutz; H R Lee & co; J LeBlanc; Piqut & co; J Colles; S Haynes & co; Mauvin, Furst & co; Wallace, Lambeth & Pope; Arthem & Levy; White & co; J G Stevenson; Wilcox & Fearn; J Linton; H H Jones & co; A Carrico; Hayes & Durell; Robinson & Chenery; B Levy; L Martin; J B Hullen; Parmelee & Baker; Malliott & Landren; P B Penny; Bridge and Vose; E F Jenkins and co; Calder, Brock and co; Bell and Buchanan; Wilbor and Hazard; W and J H Levvrich; Carriere and Borduzat; Peters and Millard, T Mossy; A Oliver; Puech and Bein; Smith, Hubbard and co; L H Gale; Soher and Goodman; W Edgar, jr; W F and E B Hyde and co; Debevois and Garrison; Babcock, Gardiner and co; Harris and Wright; P Tulane and co; Thayer, Hurd and co; J Pendergrast: J C Sprenger; F Frey and co; J Armor; Morgan and co; Hatchkiss and co; J Duprat; Cockayne, Watts and co; J Purdon; C Morgan and Brothers; Landreaux and Chabert: M F Maher; E C Bushnell and co; R Layton; J H Field and co; R R Lee and co; A Lanhfear and order.—*Passengers,* Mr I Ogden, lady, clild and servant, Mr Ogden, Miss Nicholls, Mr and Mrs H Barstow, J Lovell, Wedgar, jr. A M Colles and son, P Gaillard, W J Duffy, McArthur, P Fanning, R Braena, J Pendergrast, A L Levy and servant, C H Henshaw, H Duberry, B Stekler, C A Whiting, W E Leverich, L Mitchell, J Oqilvic, J H Bigelow, and Maxfield.

Ship Helen Mar, Holmes, from Boston, to Stetson and Avery—Cargo, to G M Leland and co; C Redon; Bridge and Vose; R Watson and co; H M and B B Husk; Thomson and Grant; J A Merle and co; Lincoln and Green; Cockayne, Watts and co; Pico and Peabody; T C Cash; Bell and Buchanan; J L Bogert; Fellow; V David; M Tinrell; I D Vose; I Littlefied; R Layton; Babcock, Gardiner & co; H N Pollard; W Frost, jr Capt. Holmes; Stillwell & Kimball; Stetson & Avery; W W Caldwell; Callender & Deblois; M McDougall; A Roffe; H & W Grant; and order—7 steerage pass.

Ship Halcyon, Chancellor, from Philadelphia, to T Toby—cargo to J Leeds, Cooper, Caruthers & co; Bell & Buchanan; Yorke, Machalester & co; J W Zacharie & co; N & J Dick and co; T Toby; S T Hobson, & co; M White; F Gillet & co; J Linton; L Maddux; I Preston, J G Stevenson; Byrne Ryon & co; Whiting, Slark & co; J Labadie; Cockayne, Watts & co; J and L Brewster; Whitall, Jaudon and co; Wallace Lambeth, & Pope; B Lacoste; J M Lee; J Seaton; J Davis; A H Inskeep; J Purdon G Bruslé; C Hart; Kirkman, Maxfield & co; G W Hotchkiss & co; Lockhart and Arrott; Capt. D E Burch; P F Ducongé; Wilson A Avery; A D Crossman; and order—Passengers, Messrs. A Foere; C F Grenard, R B Ttille; Biggs, G D Laud; Chamberland, W Callan, Crossman, West Capt. Grover; 65 in the steerage.

Ship Ann, Place, from Philadelphia, to Brander, McKenna & Lee; cargo to S C Bell; M Carroll; G Vance; Hill and Henderson; H N Pollard, Gray & Dorrive; Whltal, Jaudon and co; L Franklin; Hyde and Goodrich; A Fisk, Watt & co; Hotchkiss & co; Wilcox & Feran; Allain & co; Perrault & Allain; J Linton; Babcock, Gardiner and co; A Abat; Byrne, Ryon and co; W McKean; J S Shaw, E B Haineso; E Johns and co; P F Ducongé, Lockhart and Arrott; Whiting, Slark and co; M Cannon; R Growning and co; J Labadie; V David Yorke, Macalester and co.—Passengers: Dr. De Pont, Messrs. Shunk, Richards, and 338 in the steerage.

Brig Crawford, Young, 15 days from New-York to the master—cargo to W G Hewes, L H Gale, J Meeks & co. Thompson & Grant, Leverich, White & co Jones, Lyon & co. Fisk, Watt & co.—Passengers, Messrs. Ball and lady, D and C Ball, Miss Parson, Maurin and lady, Joseph, W and A Lyon, Whitsey, Bushket—13 in the steerage—spoke at sea brig Atlas, hence for Charleston.

Schr. Pocahontas, Bailey. from Havana, with coffee, sugar, fruit &c.

Schr. Luz Yucateca, Carcand, Campeachy, with specie.

Schr. Dart, Thompson, Key-West, in ballast

Schr. Tres Manuelas, Martinez, Havana, with fruit &c.

Steamer Watchman, Harrington, from Louisville, with 36 coils rope to Herman & Co, 100 bls flour to Bell and Buchanan, 50 to Sloo jr. 35 bbls. whiskey, 262 do apples to owners on board 12 b cotton to M White—307 passengers.—Left Louisville on the 5th Mr. D Leclerc fell overboard and was drowned.—Up at Louisville for this port, steamers Abeona, Telegraph, Reinder, Scottland, Hibernia, Louisiana Lafourche, Volant and Mohican.

Steamer Stranger, Desano, from Point Coupee, with 1200 pumpkins 28 bbls beans, to owner on board, 11 bales cotton Maurin and O'Duhigg; 3 Le Carpentier; 9 do Barran—Passengers, Mr G W Duhy and lady, 27 other cabin and 11 on deck.

Steamer Cora, Streek, Bayou Lafourche. with sugar, to sundries—Passengers, Messrs. Grimage; Randall, Lallande, Mater, Hullain, Barry, Knobblock, Blanchard, M'Gee, Tompkins, Hebert, Colomb, V Roman, Magnin, Heymel, Donlevy, Grauchan, Carker and Gilmore.

Steamer Columbia, Mimford; Bayou Sarah, with 864 bales cotton, 22 bbls molasses, 18 bags cotton seed &c; viz 22 bbls molasses 11 bales cotton N & J Dick & co, 188 bales cotton Reynolds, Byrne and co, 137 N Cox, 116 J Hagan and co, 40 S C Bell, 17 Allain, Perrault and Allain, 15 Bullitt and Shipp, 110 M White: 97 A Fisk, Watt and co, 65 William and Lee, 54 J Linton, 12 Arnaux and Pedron, 1 R Forstall, 18 bags cotton seed Barstow and Adams, and sundry articles.—Passengers, Judges Winchester and Dawson, Madam Avart, Dr. Connel and 17 others.

ARRIVED ON SATURDAY.

Steamer Florida, Morrinon, from the Passes towed to sea brigs Hope and Maria; and schr Commerce,—Brought up from S W Pass brig Nestor 10 days from Brassos St. Jago, and Mexican schr Yucatesa, from Campeachy; and Am. schr American Flower. Nothing new in the river.

Brig Nestor, White, from Brassos St Jago, in ballast.

Schr American Flower, from Montega Bay (Ja) with fruit to the master.

ARRIVED AT THE BASIN.

Sloop Three Brothers, Gourman; schrs Esperiance, Bee; and Fanny from Bonfouca, with brick to R Blanc; Cousin and Laurent.

Schrs Stephanie and Calypso, from Madisonville, with 27,000 brick to S T NcNeill.

Schr Elizabeth, Forythe, from Pensacola, with 24,000 feet lumber, 28 slaves to J Steeng.—22 pass.

Several others from Covington, Pascagoula, Tanchipao, and Springfield, with brick, wood, tar &c.

MEMORANDA.

Hence at Charleston, Nov. 2, schr. Advance Hay.

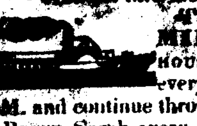
Cleared at Charleston, for this port, schr. S. Carolina, Nov. 3. Up at do. for do. Nov. 3, brig Mary, to sail with despatch.

Philadelphia, Oct. 22.—Arrived brig Franklin, Norgrave, 19 days.

New-York, Oct. 27.—Arrived from this port, brig Gen. Victoria, Bradley.

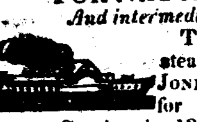
Boston, Oct. 27.—Cleared schr. Patriot, Nye. Up to do. to sail 29th, brigs Marts, Theresa, and George.

FOR BAYOU SARAH, BATON ROUGE, PLAQUEMINES, And all intermediate landings.



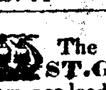
The steam boat VERMILLION, capt. DELAHOUSSAYE, will depart on every Tuesday, at 10 o'clock A. M. and continue throughout the season, leaving Bayou Sarah every Friday at 10 o'clock A. M. for freight or passage apply on board or to
GRAY, DURRIVE & CO.
nov 12 38 New Levee st.

FOR NATCHITOCHES.
And intermediate landings



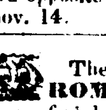
The new and fast running steamer CREOLE, R. JONES master, will depart for the above mentioned place, on Sunday the 13th instant at 10 o'clock A. M. For freight or passage apply on board or to TOURNE & BECKWITH.
nov 11 18 New Levee st

FOR HAVRE.



The A 1 coppered and fast sailing ship ST. GEORGE, Capt Taubman, will commence loading tomorrow and have immediate despatch, having nearly all her freight engaged, for the remainder of which or passage apply on board opposite the public square or to
nov. 14. FOSTER & HUTTON.

FOR HAVRE.

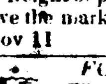


The fine ship, of the first class, ROMULUS, captain HARDING, will sail in a few days, and admits passengers. Apply on board, or to
nov 14 F. PERRET.

FOR NEW-YORK—(Packet of the 20th.)
Louisiana and New-York line.

The new and elegant ship LOUISVILLE, capt. PRICE, will commence loading on the 13th and sail as above. For freight or passage apply on board first tier above the market or to
nov 11 FOSTER & HUTTON.

FOR BALTIMORE.



The coppered and copper fastened packet brig BOUDNE, BESTHAL master, will meet with dispatch For freight or passage apply to
nov 9 J. W. ZACHARIE & CO.

☞NOTICE.—Ship HELEN MAR, Capt. Holmes, from Boston is discharging cargo below the Vegetable market. Consignees will please attend to the receiving of their goods.
nov. 14.

NATCHITOCHES
CATHOLIC CHURCH LOTTERY.
TH CLASS FOR 1831,
The drawing will take place on Saturday 19th of November 1831.

PRIZES.		DOLLARS.		DOLLARS.
1	of	10,000	is	10,000
1	of	3,000	is	3,000
1	of	1,500	is	1,500
1	of	1,000	is	1,000
1	of	800	is	800
1	of	623	is	623
6	of	500	are	3,000
6	of	300		1,800
6	of	200		1,200
156	of	50		7,800
156	of	20		3,180
621	of	8		4,992
7800	of	4		31,200

PRICE OF TICKETS.

Whole Tickets	$4 00
Halves	2 00
Quarters	1 00

☞ Whole packages to draw at least $16 halves and quarters in proportion.

☞The drawing of the 21st class of the Natchitoches Catholic Church Lottery will take place on Saturday 26th November 1831.

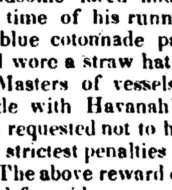
The drawing of the 22d class will take place on Saturday the 10th December 1831.
J. B. FAGET, *Manager,*
nov 14 No. 119, Chartres street.

GALVANISM FOR SALE—Equalled by nothing of this kind; the discovery and apparatus are worth 400 dollars. Persons who may feel inclined to purchase will please apply at the office of the Bee, or to Dr. Durand, corner of Bourgundy and St. Anne.
nov. 14.

THE subscriber, curator of the estate of Martin Giret, requests all persons having any claims against it to present them for settlement, and those indebted to the same to make immediate payment. C. A. J. BELLOT,
Corner of Carondelet and Common sts.
nov 14 No. 127.

PARISH COURT—New-Orleans, November 12th 1831.—Present the hon. Felix Grima, judge presiding per interim.—*Arnous & Pedron, and others, vs. Jules Clement, an absconding debtor.*—On reading and filing the proofs of legal publication of advertisement of sale of property and the proces-verbal of H. J. Domingon, licensed auctioneer, shewing the sale thereof in conformity with the orders of the Court, on filing the tableau of distribution of the proceeds of the insolvent's estate, and on motion of C. Watts Esq. counsel for syndic—Ordered that the said sale of said property and said tableau be confirmed, unless cause be shewn, within ten days, after legal publication of this order.
I do hereby certify the above.
nov 14 FRED. BUISSON, dep. clerk

FIFTY DOLLARS REWARD.



RANAWAY from the subscriber's since the 18th of September last, a black man named WILLIAM HALL, *alias* SHEDRICK WEELS, about 25 years of age, 5 feet 4 inches in height; is handsome faced and very black-skinned. At the time of his running away he was dressed in blue cotonnade pantaloons and roundabout, and wore a straw hat.

Masters of vessels (those particularly who trade with Havanah) steam boats and others, are requested not to harbour said negro, under the strictest penalties of the laws.

The above reward of 50 DOLLARS shall be paid for said runaway if taken out of this State; or $25 if taken within the limits of Louisiana.
nov 14 HATTIER, St. Louis st No. 56.

EXCHANGE on Paris and New-York, for sale by
nov 14 F. PERRET, 62, rue Toulouse

FOR SALE.—50 hhds. *SUGAR* of the new crop, first quality.
TUYES & Co.
nov 14 No. 104, Royal street.

BUTTER.—37 kegs Goshen Butter, "Craigs" brand landing from Ship Russel, for sale by
nov. 14. STETSON & AVERY.

FANCY SOAP.—46 Cases assorted Fancy Soap, just received per Ship Oceana, for sale by
nov 14. STETSON & AVERY.

HAY.—81 Bulks Hay first quality landing from Ship Helen Mar, for sale by
nov. 14. STETSON & AVERY.

BRICKS—16,000 Hamburgh Bricks, just per brig Navarino, for sale by
WILLIAM G. HEWES,
nov 11 9 Camp st.

WANTED—by a young man who has lately arrived from Martinique, a situation as sugar maker or overseer on a plantation, who would, if required, take charge of both. The best of testimonials as to character or abilities can be produced. For particulars apply to
sept 29 LINCOLN & GREEN.

SALES AT AUCTION.

BY T. MOSSY.

ON Tuesday, 15th instant, will be sold at the auction store—1 case containing 25 pieces Everlasting. Said case having been wet when landing from the ship, will be sold on account of those concerned, nov. 14

BY ISAAC L. McCOY.

ON Saturday 26th inst. at 12 o'clock, at the Exchange coffee-house, will be sold,
THREE SLAVES, viz; Much aged about 25 years; Fountain aged about 22 years; Julius, aged about 21 years, all field hands, and fully guaranteed. Terms 6 and 12 months credit for approved endorsed paper, and mortgage until final payment. nov. 12.

BY ISAAC L. McCOY.

ON Thursday 24th inst. at 12 o'clock, at the Exchange coffee-house will be sold,
A HOUSE & LOT, No. 73 situated in Bourbon, between Conti and Bienville streets. The lot measures 43 feet 8¼ inches front on Bourbon street, by 127 feet 10½ inches in depth. The improvements thereon consist of a good comfortable Brick Dwelling House, divided into four rooms, two small cabinets with a fine back gallery, and a back building also of brick divided into a kitchen and three servants rooms. The yard is well paved, and the premises may be examined at any time before the sale. Possession will be given on the 1st December next.
Terms, 6, 12, 18 and 24 months credit, for approved endorsed paper, and mortgage until final payment. nov. 12.

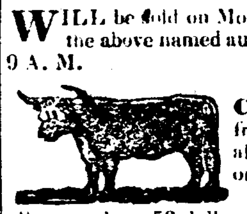
BY P. A. GUILLOTE

Sale postponed on account of bad weather.

WILL be sold on his plantation, on Tuesday 15th instant, at 10 A. M. one hundred and odd MULES, just from the Mexican provinces. Said mules are in excellent order.
TERMS:—All sums under $100 cash; over and above 4 months' credit on approved endorsed paper. For further particulars apply to Barnet & Co. nov. 11.

BY P. A. GUILLOTTE.
THIS DAY.

WILL be sold on Monday the 14th inst., on the above named auctioneer's plantation, at 9 A. M.

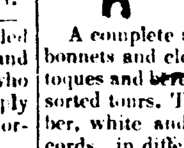


TWENTY SIX CREOLE COWS, from Lafourche. They all have calves, under one month.
TERMS:—60 days for all sums above 50 dollars, on approved endorsed paper. nov 10

BY T. MOSSY.

ON Wednesday, 23d November next, at 12 o'clock, at the Exchange coffee house, will be sold (by virtue of an order from the honorable the Court of Probates, in and for the parish and city of New-Orleans,) for account of the succession of the late Charles Alexis Nicolas, the following SLAVES:
Louis, a negro, aged 25 years; Louise, a negress, aged 28 years, having a sore on her leg; Marie Victoire, alias Zombe, Louise's daughter, aged 11 years.
Terms—6 months credit, for approved endorsed paper, and mortgage until final payment.—Acts of sale before L. Ferand, esq. not. pub at the expense of the purchasers. oct. 20

ADOLPHE GILLY,



HAS just received by the Olympia, and will open today, the following stock of fresh goods; in his store No. 30, Conti, between Chartres and Levee, opposite Mr. Lefebvre.

A complete assortment of Ladies and Misses bonnets and cloaks, Pellerines, [illegible] caps toques and berets, false heads of hair, and assorted tours. Tufts of feathers, 5 and 6 in number, white and frizzled; a great assortment of cords, in different bobbins, volcano coloured. Boys' caps, fine broad cloth and alepine. Fine assortment of artificial flowers, mantle clasps and throat-latches. Cloaks. Muslin caps and fichus. Cambric handkerchiefs. Silk-velved reticules, embroidered with pearls and sundry other articles, &c. &c. nov. 12.

Fine Clothing.
WILLIAM C. NORRIS & CO.
☞No. 38 Chartres street,

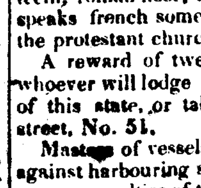
HAVE just received per late arrivals a large assortment of Clothing consisting of extra Super blue and black Dress Coats, do. fancy col. do. do. Coatee Frocks and Froctees Super Box & Cape Coats, blue, black & fancy col. Pantaloons, do. do. Vests, Velvet do figured and transparent Velvet Vests, black and fancy Florentine & Sattin do. Merino—Valentia & Marses do, fancy & plain Stockeilles, Shooting Coats Blanket do. Linen Shirts, Lambs Wool Morino & Worsted ½ Hose white, unbleached & fancy Cotton do. Sant-Silk & fancy English Silk do. Silk & Cotton patent Webb Suspenders Gum Elastic do. do., Russian Belts & Guard Chains, fine Beaver, Horsekin & Kid Gloves, together with a large assortment of other desirable goods which will be sold low and on accomodating terms nov 12

FOR SALE by the subscriber, landing from the brig Gaulois, 36 casks Bordeaux Wine, 15 large cases containing each 12 small boxe Plums.
nov 11 J. B. LABATUT.

FANCY STORE.

NOTICE—Madame BRIGOT lately returned from France has the honour of informing the ladies of New-Orleans, that she has imported an assortment of New and Fancy Goods of the latest patterns. She hopes to succeed in giving satisfaction to all who may favor her with their patronage. Her store is kept at the corner of St. Louis and Royal streets.
☞The opening of the store will take place on Wednesday 16th instant. nov 11

$20 REWARD.



RANAWAY, since the month of June, an American negro known under the name of THORNTON, about 27 years of age, five feet six or seven inches in height, american measure, reddish skin, large mouth, fine teeth, roman nose, high and broad forehead; he speaks french somewhat, and frequently visits the protestant churches.

A reward of twenty dollars will be paid to whoever will lodge said slave in one of the jails of this state, or take him back to Ste. Anne street, No. 51.

Masters of vessels and others, are forewarned against harbouring said slave, under the most rigorous penalties of the law. nov 10.

Orleans ordinary.
Corner of Royal and Orleans streets.
(TO BE OPENED ON SATURDAY NEXT.)

JULES DUMAS has the honour of informing the public that he has recently formed a new Establishment, were persons, who may favour him with their presence will find every thing that can be required or agreeable in a house of the kind; such as private rooms and saloons, which, in connection with the main establishment, will present the strictest neatness, exactitude in the waiters, and delicacy in the meals, wines and liquors.

He undertakes every species of confection in his line. Apprentices instructed in the culinary art. nov. 10