COMMERCIAL.

LATEST DATES.

New York	oct 31	Boston	oct 31
Philadelphia	" 31	Baltimore	nov. 1
Charleston	" 3	Washington	" 3
Paris	oct 1	Liverpool	oct. 3
Havre	" 2	London	" 2

NEW ORLEANS MARKETS.

New Orleans, Nov 14, 1835.

STOCKS.

The following out-door sales were effected on the 13th and 14th inst.

225 shares Gaslight Bank,	109
250 do do	108
100 do Mechanics do	98 98
143 do do do	98 75
10 do do do	98 50
140 do Union Bank,	123
200 do Nashville railroad	101

COTTON.

873 bales Iouisiana and Miss at 16 cts.
118 do do do prices not ascertained.

SUGAR—N. O.—30 hhds. sugar and corp at 9 cts., fair demand.

COFFEE—13 to 14 cents per lb.

MOLASSES—37½ to 38 cents—45 casks 38.

LARD—8¾ a 9 cents per lb. scarce.

FLOUR—Per bbl 6¾ to 7¼—price falling, arrived.

RICE—Little good in market.

CORN—Per bushel, 70 cents.

CORN MEAL—Kiln dried 2¾ a 2 75 per bbl; ordinary $2 50 to $ 2a.

BEEF—Mess 9¼—prime 10.

PORK—Mess 17½—prime 15.

BUTTER—Goshen 23 to 24 cents per lb—falling.

———Western, 12 to 15.

CODFISH—$1 25 per box.

MACKEREL—$6 to 8.

SPERM CANDLES—29 to 37 cents

MOULD do 13½ to 15.

SPERM OIL—100 to 105—Tanners do 45 to 46.

WHISKEY—Received, 94 to 96 cts.

SHEETING—From 25 to 30.

BAGGING—Western, 28 a 30 cents sales.

BALE ROPE—14 to 15 cents.

LEAD—Pig, 5½ to 6c—bar 7 cents.

———Shot $1 75 per bag—sheet 10cts.

SOLE LEATHER—18 to 25 per lb.

CALF SKINS—18 to 36.

HARNESS—From 25 to 28 per lb.

Tar, Pitch and Rosin—No variation.

STATEMENT OF COTTON.

Stock on hand 1st October, 1835	Bales	4843
Arrived this week	11578	
Arrived previously	40563—52135	
		56977
Exported this week	5614	
Exported previously	14700—20314	
Stock on hand	Bales	36663

STATEMENT OF TOBACCO.

Stock on hand 1st October, 1835	Hhds	1984
Arrived this week	62	
Arrived previously	213—275	
		1559
Exported this week	371	
Exported previously	756—1127	
Stock on hand	Hhds	432

HAVANA PRICE CURRENT, NOV. 4.

New Orleans flour, 16 50 a 17 00; Santander, do 12 50 a 13 00; American rice, 6 50 a 7 00 per cwt.; codfish, 6; lard, 14 00 a 15 00; pork, 16 a 22; jerked beef, of Boston or New York, 1 25 a 2 25 1-2 per arroba; beef, 8 a 12 per barrel; tallow candles, 17 75 a 18 00 per cwt; sperm do 42 00 a 43 per cwt.; Catalonia wine, 29 a 30 per pipe.

Articles of exportation—Sugar, half and half, 11 reals a 15, 16 a 16 per arroba; white alone, 16 1-2 a 11 1-2 quebrado, 9 a 10; cucurucho, 9 a 10; coffee, 1st quality none, 2d quality, 11 a 11 50; 3d quality, 10 a 10 75, triache; white wax, 9 a 9 75 per arr; yellow, 5 50, a 6 25; molasses, 2 reals; tobacco, 26 a 30 per mil.; Campeachy wood, 1 25 a 1 38; salsaparilla, Honduras, 23 a 29; of Vera Cruz, 17 a 18.

CHARLESTON, Nov 7.

LATEST FROM LIVERPOOL—DIRECT.

The Br barque Mary Catharine, Capt OLIPHANT, arrived in the offing yesterday, from Liverpool, having sailed from that port on the 3d ult.

Her letter bag was brought up to the city in a pilot boat, and we have received our files of London papers to the 1st inst, and Liverpool to the 2d, both inclusive. Contents anticipated by the North America, at New York.

We have been favored by commercial friends with the following extracts of letters:

LIVERPOOL, Oct 1.—The imports of all kinds of cotton to the end of September, is 62,000, and of U S cotton 5000 bags more than in the first nine months of 1834, and our present stock of all kinds is 77,000 bags, and of North American 38,000 more than on the 1st Oct 1834. There is, therefore, every prospect of a sufficient supply to meet even the increased and extensive consumption of this country, unless the coming crop of the U S should turn out very differently from what is at present represented. A great deal of business has been done both in Yarn and Goods, in the last month, but the prices have been constantly declining. This is also the case with cotton, which (excepting finer descriptions) must be quoted ¼d per lb lower than at the end of last week.

Our market is extremely dull, and the anxiety of holders to sell, appears to increase, notwithstanding the decline which has taken place. The sales today, 2000 bales.

LIVERPOOL, Oct 1.

We have again to advise you of the continued dull state of our Cotton market, and prices have further declined ¼d to ½d per lb since our last circular of the 23d ult. This applied to all descriptions, for the better qualities both to be more abundantly offered and to partake in the decline more than previously, while the very inferior qualities, high colored and stained, continue to be pressed upon the market in quantity much beyond the demand & are in fact almost unsaleable. There has been more business doing at Manchester in the last week in goods and yarns, but without any amendment in prices; and in our market the daily attendance of spinners is large, but all buying in very small quantities and evidently for the supply of their immediate wants. This leaves on unusually large proportion of the stock of cotton in Liverpool, at a time when money is relatively scarce and which of course increases the depression. The sales for the week ended 25th ult amounted to 19,640 bales. On Saturday the 26th, they were only about 1200; on the 28th, about 1500; on the 29th, 2500; yesterday, near 3000, and today about 2500 bales have been sold. The range of prices for Upland is 7¼ a 11, Orleans 7¾ a 12, with small fancy lots at 12¼ a 13d, and Alabama 7 a 10¾, but the chief business is at 8¼ a 9¾ for middling to fair qualities. The import into Liverpool since 1st January is 929,600 bales against 746,000 in the first nine months of last year. The increase from the U States is 6,500, from Brazil, &c 8,500 bales, from the East Indies 10,000, and from Egypt 61,500 bales. The stock in this port is estimated, at about 328,000 bales against 328,000 at the same period last year. The stock of Manchester is about 240,000, being an increase of 40,000 bales.

LIVERPOOL, Oct 2.—The market is getting daily worse, and the eagerness to sell increases with the decline, which is ½d per lb since last Friday—I am convinced from sales I have seen made today, whatever the Brokers may say. Uplands are now 7¼ to 10¼d, prime nominally 11¼d, or very nearly so 24th.

LIVERPOOL, Oct 2—Evening.—So great has been the anxiety to sell today, with many of the holders, that it has produced quite a panic in the market. Fair Uplands are down to 8 to 8½d.

LONDON, Oct 1.

The scarcity of money which continued this morning, pressed heavily upon the foreign market, and caused a considerable fall in Spanish securities, but about £180,000 being unexpectedly invested in consols on account of the West India claimants, it became more abundant and enabled the bankers to adjust the accounts in the foreign funds without the difficulty which was apprehended in the early part of the day. By those most conversant with the early state of the market, the present scarcity of money is considered fictitious and considered connected with some operations of a speculative nature. The pressure, however, cannot be of long duration, for in the course of a month the dividends upon several different foreign securities will become due, not to mention the approach of payment to our own dividends.

Extract of a letter, dated,

COLUMBUS, GA Nov 7, 1835.

The cotton crop in this section is falling very far short of what was anticipated in the early part of the season, and owing to a decline in the price, it has come in very sparingly—the farmers generally believing that the low state of the river is about the cause of the prices not to smash lower than at the market opened at.——Of this section has yet been sent off; two barges only have been dispatched.

Our market is getting very scarce of groceries—not a barrel of sweet flour can be had at any price. Salt $3.50 per sack.

CHARLESTON, Nov 7.

COTTON.—The demand, more particularly for fine and choice Uplands, after the close of our last Weekly Report, continued animated, and at an improvement of ½ to ¾c; a prime and choice article being sold at 16 and 16½ cents, until on Wednesday last, when, owing to later unfavorable accounts from Liverpool, the market again became languid, and receded in the same ratio. Of 5800 bales sold in all the week, only about 2000 bales were disposed of since that time, and but 50 bales of these at our present extreme quotation, (16 cents.) The market yesterday closed heavily. The purchases of the week's sales are as follows: Thistles at 15 to 15¾—336 at 15—80 at 15½—172 at 15¾—1312 at 15¾—195 at 15 9-16—547 at 15¾—280 at 15¾—144 at 15¾—1253 at 16—10 at 16¼—368 at 16½. Of long cottons we still remain without a supply, and consequently without transactions.

RICE—With the exception of a few small lots of old, disposed of at different prices during the week, nothing has been done, and until we obtain a larger supply of the new crop, the market price of the article cannot be correctly given.

SUGAR.—Some demand from dealers was experienced during the week, and sales of about 120 hhds from stores have come to our knowledge; among which 20 hhds New Orleans, at 9¾; 20 hhds Porto Rico, at 9¾ a 10; 20 hhds Muscovado, at 9½; the remainder, Porto Rico and St Croix, at prices not transpired. Received, 33 hhds Porto Rico, coarse wise.

MOLASSES.—Sales of 70 casks, received during the week, Cuba on private terms; no transactions, except by retail, from stores—prices firm.

BOSTON, Oct 29.—Coffee.—The market has not sustained much change since our last, and the transactions continue to a limited extent, about 1500 bags St Domingo, good to prime, 12 a 13¼ cents, and small parcels of other descriptions at the close of present quotations.

COTTON.—There has been more business done this week than we had noticed for some time previous, and sales of the 500 bales Alabama and New Orleans have been made within the quoted rates. The market holds a shade better.

BALTIMORE, Oct 29.

COTTON.—The market continues comparatively inactive. About 600 bags Rio have been taken at 12½ cents. Sales of 50 bags at 13¼ cents. Sales of 200 bags Laguayra at 11 a 11¼ cents. Sales of 200 bags Alexandria at 12 cents.

COTTON.—We note a sale of 150 bales Mobile and Orleans, of good quality at 17 12 a 18 cents.

THE BEE.

Official State and City Paper,
PRINTED BY J. BAYON.

NEW-ORLEANS:
MONDAY MORNING, NOVEMBER 16, 1835.

☞ In comparing the number of our subscribers with what is stated to be the average number of each of the other daily papers of New Orleans, we find that our subscription list equals that of the Advertiser, Union and American put together; and is much greater than that of the Bulletin. This extent of circulation should render the BEE an eligible medium for advertisements. We shall be glad to receive many and more of them.

We have been informed that hon. Charles Gayarré, one of our senators in congress, has resigned his seat on account of continued ill health, which so impaired his frame as to render him unable to devote that attention to its duties which to him the station seemed to require. Mr G. is now in Paris.

The winter amusements of the city have commenced. Already has the French theatre been in operation; Caldwell's company have mostly arrived; and Russell's left Louisville on the 11th inst. The latter promises us Taglioni; but that is a quiz; Caldwell thought to have the Woods, but that cannot be for the present season; and Davis is not disposed to have any new performers.

The ballrooms are also opened. The amusements of the Washington ballroom in Philippa street commenced on Saturday last; and we are pleased to find that the manager is resolved to preserve discipline and good order in his establishment.

The market in cotton seems to be greatly depressed abroad and at home; but we have very little doubt of a reaction in a short time, as soon as the cotton manufacturers and speculators in Europe shall have commenced winter business; and been informed of the crops of the present season being below the average estimate. Planters and holders of cotton should not therefore be too anxious to dispose early of their stock. By keeping back for a short time, the demand will exceed the supply; and prices be raised in consequence.

The assistance rendered by our citizens to the inhabitants of Texas seems to be misunderstood as regards the *modus operandi*. We do not wonder that the eastern journalists should have fallen into a mistake, when even the governor of this state has deemed it necessary to issue a proclamation on the subject.

The persons who leave this go out as emigrants, to acquire the possession of lands, not as armed volunteers against the Mexican government or any portion of the Mexican people. It is true they take arms with them, but such arms as would be permitted any emigrants to take. What may be their ultimate design we are not called on by any law of Congress or any treaty to investigate; and we believe that there is no constitutional treaty nor Congressional law effectual to prohibit the emigration or expatriation of any citizen or portion of our citizens to any country: therefore the determination of our citizens to become colonists of Texas is not within the surveillance of the general or any state government; none of whose executive members are bound to penetrate the ulterior designs of any emigrants, or to interfere in any manner.—'Where there is a will there is a way' to evade as enforce the most strict laws of any nation, compatible with the principles of liberty.

The editors of the New York Evening Star often quote articles from this paper; and frequently condense others in its usual style. To this there can be no objection: for every editor has the right to extract and manufactures his articles of intelligence as he may think proper. But the Star sometimes—inadvertently of course—misunderstands or misrepresents what we have written. In formerly noticing the singing of Mrs Knight we had remarked in the language of Hackett's Kentuckian—'She is a screamer!' The Star said that we meant to be very complimentary; Major Noah should understand irony better.

We had shown the practicability of constructing a route between Santa Fé and Jonesville on the Red river, that our merchants might have the advantages of the western fur trade: the Star in noticing the subject stated that a company had been formed here for that purpose. We have heard of no such company. An editor is privileged to suggest improvements; but it does not necessarily follow that his suggestions shall immediately become facts.

So had we remarked concerning the autumnal rise of the Red river; and said that its preponderance in the waters of the Mississippi might partly occasion the unusual diseases along its banks, and along the banks of the Mississippi after its junction with that river.—But the Star in noticing this remarked that a N Orleans paper—he did not wish to give credit—attributed the yellow fever of New Orleans exclusively to the waters of the Red river. No New Orleans paper noticed the subject except the Bee; and the Bee certainly did not notice it in any manner to warrant the assertion of the Star. As to the witticisms of the Star on the various colors and his black vomit, Major Noah should know that wit is not always wisdom; and in this instance experience would have shown him that there is more than a color for our supposition.

Most of the large rivers which flow into the Mississippi have their rise at particular periods; and the waters of the great river of the valley are affected accordingly. When the Missouri pours down its turbid torrents, the waters of the Mississippi became suffused with earthy particles; and the distinct appearance of the Missouri currents can be perceived even in their course past New Orleans. So is it with the waters of the Red river, which usually rises between the midsummer and equinoxial rains on the Chippewan mountains. Now it is known that the Red river flows through a country abounding in copper mines which give therefore a deleterious quality to its waters, and prevent their being used for domestic purposes. This noxious quality is unfortunately too well known to all that reside on its banks from Nachithoches to Alexandria and its mouth; and it is also proved by experience that after the autumnal rise of the Red river, the riparious lands below its junction with the Mississippi are much more sickly than above it—Natches and Vicksburg are not so unhealthy as are Donaldsonville and Baton Rouge at such periods.

The editor of the Star may therefore admit the probability of our theory; and if he had been with us when the Carrolton railroad was opened, he would have been surprised at the complete redness of the Mississippi waters, shortly after the freshet this year in the Red river.

CITIZENS' BANK.—We are pleased to learn that the commissioners lately appointed to negociate a loan in Europe for this bank have been successful in obtaining 3 millions from Hope & Co of Holland, on very advantageous terms, provided the state shall guarantee the loan; and that the banking company shall forego the construction of the canal between the bayou Bienvenue and the Mississippi.

With regard to these stipulations we trust there shall be but one opinion. The company were authorised but not enjoined to make the canal, in consequence of succeeding the Lake Borgne navigation company; or to pay a state bonus of 500,000 dollars. This bonus will be paid; and then the whole space between the city and Lake Borgne will be opened to the projected improvements of the Pontchartrain railroad company.

The guarantee of the state for the bonds of the bank is merely nominal, as the state shall have the guarantee of those bonds.

When it is therefore considered that the charter has already been granted; that the loan is negociated on terms advantageous to the bank and the interests of the state; that the expiration of the charter of the United States bank in March next will withdraw about 4 millions from the circulation of the state; that the bank can commence operations immediately after the act shall have been passed to pledge the faith of the state, which is of the utmost importance to merchants and planters; and that the wants of the commercial community demand an immediate substitute for the branch of the United States bank in this city, it is to be hoped and expected that the charter of the Citizens' bank will be so amended at the ensuing session of the legislature as to comply with the terms of the loan, and allow the banking operations to commence immediately. We have seen letters from Europe on the loan, from highly respectable houses, which state that the terms of the loan are the most advantageous that have been made for any of our local banks.

We believe that Hope & Co loan three millions, with privilege to accept or dispose of six more; and that the company will retain the other three millions to dispose of when the condition of foreign exchange will suggest the propriety of advantageously disposing of them. The credit of the state cannot therefore be injured by being pledged for the bonds of this bank; and it is chiefly required that the remainder of the bonds may be sold to small capitalists on the best terms, and the credit of our banks be sustained abroad. The great millionaries of Europe are perfectly aware of the safety of our banks; but they require the guarantee of the state, not for themselves, as they wish to trade in the bonds not held them; but for the satisfaction of money brokers and capitalists, who do not understand the nature of our institutions, and recognise therefore only the general government, or the government of any of our states. The credit of the state cannot be impaired by being granted to guarantee the bonds of the Citizens' bank; while the credit of our banking institutions will be necessarily enhanced, as in this instance the guarantee will be reciprocally pledged: and as note can entertain any doubt of the effectiveness of those bonds already secured by mortgage, either can entertain little doubt of the safety, propriety and necessity of pledging the faith of the state to secure an advantageous loan to increase the banking facilities and operations of the state to the amount of 12 millions.

There is also another consideration which should induce our citizens and capitalists to desire the establishment of the charter of this bank as designed. Hitherto all the loans that have been effected for the monied institutions of Louisiana have been confined to London; the present will be in Holland, and will open a large field on the continent of Europe for our commercial facilities and transactions—'a consummation devoutly to be wished' by all engaged in foreign exchange or commerce; and certainly a subject of interest as importance to the welfare of Louisiana. Competition on a proper basis will therefore be created between our loans as effected in England and the continent; and it will be for the interest of the holders themselves of our bonds in all places in Europe to maintain their credit—and consequently to maintain the credit of the state and of our monied institutions.

An academy has been opened in Royal street by Mr and Mrs Santangelo for the instruction of both sexes, in all the customary branches of a good education.—The modern languages will be taught; with music and drawing, on the most approved plans. This is the first and only one of its kind in New Orleans; and when it is known that Santangelo and his lady have long been accustomed to teach, that they have acquired a solid reputation in various places, that the greatest care will be bestowed on the manners and morals of their pupils, that boarders and day scholars will be taken, parents should embrace the opportunity presented of affording their children an accomplished education. See their advertisement; and prospectus at the academy, 90 Royal street.

THE CORPORATION CHARTER.—We believe that our interpretation of the city charter differs from that of some members of the council, who have therefore 'half in jest and half in earnest' told us that we have been guilty of 'treason' to the corporation. Now as we desire always to have truth and conviction on our side in endeavoring to obtain justice to all our fellow citizens indiscriminately, let us appeal to the charter itself—The act of 14 March 1816, is the most specific of all the statutes relating to the city. The first section enacts that the mayor and city council shall pass ordinances to maintain the cleanliness and salubrity of the city; to secure the free passage through the streets and squares, ways and roads; to order and determine the side pavements at the cost of proprietors of neighboring lots or houses; to fix the place and anchoring for ships and watercraft in the port; to establish an active system of inspection over the conduct of the slaves; to establish a city guard or patrol; to provide for lighting the streets; to determine concerning wooden buildings, the storage of gunpowder, the extinguishment of fires, the services of fire engines, the opening or closing of balls, theatres, exhibitions and all public amusements; to establish one or more market-houses, and determine the mode of inspecting all comestibles sold in said markets or in other places, but not to fix the price of any article sold in the markets; to regulate the transactions of bakers, butchers, tavernkeepers, cabaretiers, draymen, horsedrivers and water-carriers; and to make such other regulations as may contribute to the good government, tranquility and safety of the city—provided none of their ordinances shall have any effect, when contrary to the federal or state constitution, or to the laws of Louisiana.

Last week we had stated that the Carrolton railroad company or any individual had the right to dispose of property for erecting a market-house; this we are told is treason. Yet by the provisions above quoted of the city charter, the council are but permitted to erect market-houses for the corporation, not authorized to control or prevent the erection by others—only privileged to determine the mode of inspection of all edibles sold in their own or other market-houses. If the council did interfere by any ordinance, it would be unconstitutional and void; no citizen is bound to obey it.—Is this understanding of a law of the state to be considered 'treason,' because at variance with the custom and prejudices of the corporation? Pshaw

We will war—at least in words, and (should
Our chance so happen) deeds, with all who war
With right; and of its foes by far most rude
Tyrants and sycophants have been and are.

We shall cheerfully be the apologists of the council when propriety permits; but we shall never be their toadeaters when justice demands the reverse. There are some intelligent members in the council, but there are very few who take the trouble to be accurately acquainted with their powers or rights as conferred by the charter; or their discipline of deliberation as regulated by their bylaws. Examples of this ignorance are frequently presented; and even at the sitting on Friday last, one member supposed to be versed in law, did not know the terms of the charter relative to setting with closed doors—while he accidentally proved that the bye-laws of the council were adverse to the charter. These things speak for themselves.

The act above quoted specifies that the council shall prevent any encroachment or undertaking on the streets, roads or levees of the city—the council authorize the erection of huts or stands on the levee. Is not this at variance with their charter?

It requires them to establish a system of inspection over the conduct of slaves; have they ever done so? And do they not permit slaves to work throughout Sundays, although the black code states that they shall not, except for a particular time, and when specially paid by their masters?

It requires them to determine on the means to be used in extinguishing and preventing fires; and to regulate the services of persons employed in working fire engines. Have they ever done so?

But there are two objects of interest to the inhabitants of New Orleans at the present time—the paving of the streets, and the construction of wharves. The city council have bound themselves by an ordinance to pave any street at any time when required to do so by a requisition of two-thirds of its inhabitants. The cost of paving a street is to be divided into three parts, one to be paid by the corporation, a second by the tenants or owners of one side of the street, and a third by those of the other side: of these two-thirds the corporation can compel the payment. Now as it is a bad rule or law which cannot work both ways, may we not conclude that when the council should fail to comply with such a requisition for paving, that the inhabitants themselves can pave the street, and compel the payment of the third by the corporation? If therefore any street remains unpaved; are not its residents to be blamed equally with the council? Have they not the means and remedy in their own power?

As regards the regulation of the port for the landing and anchoring of vessels, although the charter gives the power to the council, it is rather singular that the legislature has generally been obliged to interfere.—An act was passed in 1827 and amended in 1835, so that steamboats are to land from Gravier to St Louis street; and ships thence to Esplanade street. Still it might be a debateable topic whether the privilege to apportion one place to the landing of ships prevented their being also anchored and moored in other places; whether special permission is exclusive prevention: and if it shall be so understood, then it is questionable whether such an exclusive privilege is constitutional, and whether the legislature could grant or the council could exercise it. If it is unconstitutional, any ordinance enforcing that exclusive privilege is void and of no effect, by an express proviso of the charter; and no citizen can be held responsible for disobedience to the ordinance. Viewing the subject in this manner, it may fairly be concluded that ships may be moored in any place not allotted for steamboats; and steamboats may anchor opposite any part of the port not designated for ships.

But a legal cavilier might go even further. The council are entitled as well as authorized to construct wharves and to collect wharfage duty accordingly.—But when the council fail in the injunctive part, does not the authority cease; and are they not deprived of the benefits? Might not therefore any individual or set who are, when allowed to be essential; and the council shall have failed in their duty to the public?

We throw out these suggestions not as certainties, but as topics for discussion; although we do not conceive believe that the right of the corporation to construct pavements or to pave at the expense of the inhabitants, prevents the inhabitants from constructing their own sidewalks, or paving their own gutters in any par-

your consent; nor that the privilege given to the corporation to erect market-houses gives the power to prevent the erection of any others; nor that the privilege to authorise and regulate the sale of provisions in market-houses gives the power to sell the exclusive privilege of retailing any provisions, whether flesh, fish or vegetables; nor that the injunction to remove all obstructions from the levee gives the power to erect cyprus-houses as incumbrances and nuisances; nor that the privilege to anchor ships or boats where convenient gives the power to prevent anchorage where most suitable and necessary; nor that any ordinance violating the constitutional or legal rights of citizens is valid or need be obeyed.

FROM THE NORTH.

The steam packets David Brown, Capt Morris, and Dolphin, Capt Pennoyer, arrived at this port yesterday forenoon. The former left New York on Sunday evening last, and the latter left Norfolk on Tuesday.

By these arrivals, we received our usual files of papers up to the latest date, but we observe nothing of importance in them, their contents having been principally anticipated by the arrival of the Jones, on Wednesday.

At New York, on the 27th ult 450 shares U S Bank sold at 110½. On the 31st, 109 do do 110⅝; 150 do N O Canal, 103 a 104⅛; 100 do do 6 mos 104; 200 do N O City Bank, 104⅛.

Major Norton, a resident of Texas, is in Boston, beating up volunteers to proceed to that Colony, and aid in repelling the Mexican invasion. A preparatory meeting was to have been held at Concert Hall on Thursday evening last.

The N Y *Evening Star* of Saturday, says—'That an application has been made through the American Banker to the French Government, for the payment of the first instalment under the indemnity treaty, seems to be admitted; and that the ministry have waived the payment until the required explanations shall have been made, does not appear to be denied.

The Legislature of Arkansas convened at Little Rock Oct 5th. The Arkansas Gazette says:—'We are gratified to find the members almost unanimous in favor of a State Government and we presume a Convention Bill will be presented in a day or two, and passed forthwith.'

A letter from an intelligent source at Wilmington (N C) dated 1st inst, says: 'Having spent the summer and fall in travelling through the State, I am enabled to inform you that the crops of North Carolina are good—the corn a very heavy one—tobacco, cotton, and peas, cut short by the early frosts. The rice crop is not a large one, but fair, and I presume the quality will be very good, the harvest having been very fine.'

MALTA, Sept 4.

When the American and British squadrons left this port together, they at the request of Commodore Paterson, tried rates of sailing, and the Americans were left far astern, much to their chagrin.

The captain of an English vessel arrived at Falmouth, England, reported having been robbed by a pirate; who had also robbed an American vessel, the Wayland, and taken her stern boat—saw New York branded on it.

MARINE NEWS.

PORT OF NEW ORLEANS.

CLEARED,

Ship New Orleans, Parrington, Havre, L H Gale.
Schooner Henry Lee, Smith, Mobile, Master.
Ship Yazoo, Eldridge, New York, Bein & Cohen.
Schooner Elizabeth Jane, Jaques, Havana, White & co.
Schooner Philadelphia, Hughes, Tuspan, Stinson & Campbell.
Schooner Atravida, Garcia, Campeachy. Master.
Schooner San Roman, Selva, Havana, M Fiol.
Steamer Ohio, Jenks, Mobile, Master.

ARRIVED,

Steamer Hudson; Houren, fm the Passes—having taken her tow to sea, brot up ship Ohio, 10 days fm Philadelphia; barque David Cannon, fm Liverpool; & brig Balamon, 80 days from Stockholm; towed on the Bar ship George, fm New York, a brig name not known off South Point. Nothing else new off the bar nor in the river.

Steamer Lion, Hubble, fm the Passes—towed to sea ship Creole and schr Watchman—brought up Agness & Ann, fm Greenock, and brig Aurora, fm Havana—reports ship Ohio, fm Philadelphia, inside the Bar—steamer Hudson coming up with a tow.

Steamer Grampus, Davis, fm the Passes—brought up ships Chandler Price, Abbotsford and brig Durango—left the Bar at 8 a m Thursday—reports ship Ohio fm Philadelphia badly aground on the Bar—barque David Cannon, a ship and brig names not known—nothing new in the offing nor in the river.

Ship Roger Sherman, 19 days from Bath, to the master.

Ship Powhattan, Thompson, 19 days from Bath, to the master.

Ship Canton, Harwood, from Bath, to the master.

Ship Chandler Price, Mathieu, 13 days fm Philadelphia, to S Thompson.

Ship Abbotsford, Mitchell, 45 days fm Liverpool, to B Booth & co.

Snip Ohio, Garvin, 10 days fm Philadelphia, to T Toby & Brother.

Barque Agness & Ann, Roebuck, 40 days fm Greenock, to F Samet.

Barque David Cannon, Broadfoot, fm Liverpool to W Vance.

Brig Palemon, Malmgreen, 80 days fm Stockholm, to J Hall, Walker & Walton.

Brig Durango, Ryon, 19 days fm Matagorda, to J Reed & Lee.

Brig Roarer, Welden, fm Havana.

Steamer Revenue, Moore, fm Lafourche.

Steamer Pontchartrain, Williams, fm Manchester.

Schooner Texas, Pitcher, 15 days fm New Bedford, to J H Field & co.

Steamer Selma, Swon, fm Pituburg,

Steamer Chickasaw, Colla, fm Bayou Sara.

Steamer Signal, Starkey, fm Cincinnati.

Steamer Walk-in-the-Water, Glover, fm Vicksburg.

Steamer Boonslick, Johnson, fm St Louis.

CONSIGNEES

Per ship Ohio—J W Swain & Brothers; N W Hoffman, A Stone; F P Duconge; J M Leillande & co; Andrews & Brothers; T C Cash & co; Burke, Watt & co; E Raeyl; A Scates; T Toby & Brother; J Mayer & co; N & J Dick & co; Sickles & co; Robeson, Wood & co; S Thomson; Leigh, Maddux & co; Livaudais, Charbonnet & co; J Dunbar; J G Stevenson; M & J D Crossman; W T Thompson; J A Barelli; J A Turnell; S W Oakey & co; Buckner, Stanton & co; Kilian & Duplessis; R C Lee & co; J B Levy, J M Meuret, Lavigne & co; Bogart & Hoopes; F Pascal; Fortier & co; Lambeth & Thompson; J M Debolle; Stinson & Campbell: W C & T Norris; Hall, Hart & co; Bander, McKenna & Wright; Martin, Pleasants & co; J & N Yeatman; Massy; N Hoey, and order.

Per ship C Price—Hall, Walker & Walton; J H Graham; T Granham; W McKean; H M Hart & co; Byrne, Herman & co; Ketchum & Lubeck; M B Voilcock; Buckner, Stanton & co; Lundais & Irwin; A Friend; Robeson, Wood & co; Van Vater; Brander, McKenna & Wright; P L & S Yorke; L Muh; Ballitt, Shipp & co; Livaudais, Charbonnet & co; Godfrey & Bloesman; L Morris; Mad Poultney; Cannon & Lepper; A Rasch; B M Catse; N & J Dick & co; Lambeth & Thompson; T Toby & Brothers E Yorke; Y W Stevens; C Adams jr; W C & Z Norris; Tiernan, Cuddy & co; Whiteman & Black; Buchanan & Hagan; R Yeatman & co; E Larnett & co; J H Hearsey; P L Casey; E F Tracy; Frey & co; Andrews & Brothers; W L Hodge; J Gallaher; G Brawbridge; H M & B B Hart; Sickles & co; M & A D Crossman; Wm Massy; I M Stevens; Tourne & Beckwith; J Minturn; W McCauley; Byrne, Hermann & co; Bogart & Hoopes; Martin, Pleasants & co; Layton & co; Henderson, Walton & co; Lockhart & Arrott; Kirkman, Kistile & co; T Davis; J C Mathieu; J Mayes; E Johns & co; W C & Z Norris; Hotchkiss & co; G Brooks; Barker, Watt & co; C H Spengler; W M Reaves; I L McCoy; S C Bell; A Bancroft; Forsyth, Goodwyn & co; Leigh, Maddux & co; Fergus, Chaffin & co; Robeson, Wood & co; J B Yeatman; J H Field & co; Ferguson & Hall; J C Warner & co; A Kirkman; Hainer & Giddes, and order.

REPORTS.

CINCINNATI—Per steamer Signal—3 bars iron railing J Adams; 37 chs flax seed Bier & Steever; 189 bls flour Buchanan & Hagan; 27 bls apples, 7 bls beef, 3 cider, poultry, etc, 100 bls flour, 15 do pork, 28 hf bls do, to owners on board.

NATCHEZ—Per steamer Walk-in-the-Water—723 bls cotton Bullitt, Shipp & co; 143 Bogart & Hoopes; 338 Buckner, Stanton & co; 288 Burke, Watt & co; 46 Brander, McKenna & Wright; 61 N & J Dick & co; 46 Mad Poultney & co; 25 Wilcox, Anderson & co; 26 Martin, Pleasants & co; 25 Leigh, Maddux & co; 81 Forsyth, Goodwin & co; 157 Byrne, Hermann & co; 5 Buchanan & Hagan; 5 Ingersoll & co; 50 Lambeth & Thompson; 10 R White & co, 1 box E Laralke.

St Louis—Per steamer Boonslick—131 bls, 18 hf do bacon, 2000 pkgs wheat and bagging, 6 kegs, 1 stand land blanks; 116 bls, 38 hf do beef, 5 bls castor oil, 3 boxes & co; 4745 pkgs lead J H Field & co; 5000 do C Follin; 114 doz brooms D S Richards; 638 pigs lead Henderson, Walton & co; 5 cake, 13 bls onions W C Rodgers; 368 sacks oats, 18 bls onions, 7 kegs lard Hedden, & Sargenfroy; 150 pigs lead to order.

GRENADA—Per barque Agness & Ann—850 hampers potatoes, 235 casks ale, 2 puncheons whiskey to E Samet.

MATANZAS—Per brig Durango—35 bales cotton to Brander, McKenna & Wright.

HAVANA—Per schooner Elizabeth Jane—600 kegs nails, 800 bls flour, 9 casks bacon, 200 kgs vermicilli, 10 bl s lard.

MOBILE—Per schooner Henry Lee—500 bls whiskey, 22 hhds sugar, 200 bls flour, 255 bags corn, 250 ps bagging, 40 coils rope.

— Per steamer Ohio—assorted produce, bale rope, bagging, etc.

TEXAS—Per schr Philadelphia—126 pkgs dry goods, a quantity of provisions, 5 bales hay.

HAVRE—Per ship New Orleans—1537 bales of cotton.

CAMPEACHY—Per schooner Atrivido—assorted dry goods.

NEW YORK—Per ship Yazoo—1598 pigs lead, 61 bxs starch, 50 hhds sugar, 23 hhds tobacco, 50 bls whiskey, 167 bales cotton, 79 bxs tea, 20 kgs specie, 1200 bags wheat, and sundries.

LIVERPOOL—Per barque David Cannon—500 bags salt, and slates to Wm Vance.

— Per ship Abbotsford—3850 bags salt, 100 crates empty bottles B Booth & co; 200 hampers potatoes, 11 casks porter to master.

BRAZOS—Per brig Palemon—2948 bars, 838 bundles iron J Hall, Walker & Walton.

CHAGRES—Per brig Roarer—103 bags coffee, 4,000 orange, 7 bls limes, 20 box pine apples A W Welden; 1 barrel saffron, 498 bags coffee, R Gremaing & co; 85 do Chaumonier & Giraud; 15 bls wine J Prats & son; 36 bales wax J M Caballero; 45 do M de Lizardi & co; 110,000 segars E Berinand; 7 hf bxs segars F Grambill; 1 case, 1 paper do P Cusch & co, M Papera, A Blondin.

CAMPEACHY—Per steamer Revenue—55 bales cotton 3 hhd of sugar Lambeth & Thompson; 20 do, 18 bales cotton J Peyroux, Arcuell & co; 5 bales cotton Burke, Watt & co; F Canry; 1 coop fowles J Materne.

MATANZAS—Per steamer Pontchartrain—2 trk, 2 bxs soap, 13 bundles twine, 98 kgs lard, 593 bales cotton Brander, McKenna & Wright; Lee & Hardy; Bullitt, Shipp & co; N & J Dick & co; Burke, Watt & co; Martin, Pleasants & co; Buckner, Stanton & co; Byrne, Hermann & co; M Mahon; E L Tracy & co; J & Walton; Lambeth & Thompson.

BAYOU LAFOURCHE—Per steamer Revenue—68 bales cotton Lee & Hardy; 36 Wm Watt & co; 98 Byrne, Hermann & co; 36 A Ledoux; 36 J S Walton; 30 Cooper, Chapman & co; 28 W Plower; 25 Lambert & Thompson; 5 J Armour; 54 W White & co; 18 to order; 10 J S Phelps & co; 14 Forstall & Hirh; 12 Miramond, O'Delany & co; 10 Bullitt, Ship & co; 7 W L Hodge; 10 Brander, McKenna & Wright; 27 T Barret & co; sundries W M Curtiss, F Frey & co, J Lanna, Andrews & Brothers.

BOSTON—Per ship Roger Sherman—350 bls potatoes paving stone to master.

— Per ship Powhattan—hay, lumber, potatoes, fish, etc to master.

— Per ship Canton, produce to master.

NEW BEDFORD—Per schr Texas—350 bls oil, 500 bxs candles J H Field & co.

PENSACOLA—Per steamer Selma—523 bags corn Brander McKenna & Wright; 499 bls apples and potatoes owners on board; 52 bls cider, 6 hhds tobacco A H Wallace; 300 empty bls Dunnavin & co; 325 ps bagging 43 coils rope; Irs Armington; 6 bls castor oil W T Mayo; 20 cake whiskey A Prior; sundries to order.

PASSENGERS

Per ship Ohio—Mrs Eggstin and child, T Swain, lady, child and nurse, Morrison, Farran, and 10 in the steerage.

Per barque David Cannon—Messrs Smithly, Cook, and 5 in the steerage.

Per steamer Signal—J B Pacell, D Gordon, E Barry, lady and daughter, Mrs Sagnionto, Miss R Gwathmey, Dr R Ferguson, Mrs McCaffrity, nurse and boy, J W Nethercutt, J H Scott, J M Phelps, T Redman, Grozier, J Ingman and Black.

Per steamer Walk-in-the-Water—Mrs Rowe and daughter, Messrs Webb and lady, J A White, son and servant, Nalle, D Barrenger, Atchison, W W Chandler