LATEST DATES.

COMMERCIAL.

SALES OF COTTON YESTERDAY

REMARKS.

THE BEE.

PRINTED BY J. DAVON.
Printer of the State, General Court, and the First and Third Districts.

NEW-ORLEANS:
SATURDAY, FEBRUARY 18, 1837.

The Legislature of this state have commenced the Liberal Assembly of Louisiana seem itself anxious to stand clear for the despatch of business as fast as possible. Already more than sixty bills are before the present, and very rapid progress is making towards the accommodation of others. Many of these bills are of a very important character and will prove highly beneficial to the State. The members appear to fully appreciate their proper value the duties imposed upon them by their situation: they labor for the welfare of the State, setting aside all considerations of personal vanity and interest. The speakers too are generally speaking, distinguished by a higher grade of legislators than their predecessors, and some of them are men of superior eloquence and talents, who would make a figure in any deliberative assembly. It is perhaps invidious to mention names: yet we cannot refrain from expressing our conviction that a man of taste and knowledge would receive gratification by listening to a debate in either house, that excited the attention and feelings of the members, and would with these influence, and such material power, as much intelligence and eloquence as could be found in any assembly of the same number. New Orleans has reason to be proud of her delegation: all of its members are distinguished for their ability and usefulness each in his proper sphere. Many of the country members too, possess fine talents and good information. We shall not particularize for fear of incurring the imputation of a wish to flatter individuals.

THE MISSISSIPPI RIVER.

Early last year, public attention was repeatedly called to the Bar, to the dangers and delays attending the navigation of the Mississippi river at the Balize or passes; and we then adverted to the various plans proposed for improving that navigation—from the ship canal of Major Bunson and Captain Chase, to the substitute for dredging, canaling, and confining. At that period we were fortunate enough to procure a report from a committee of the Chamber of Commerce, adverse to the proposed canal and system of dredging; and to accord since with the views and plans per posed in this gazette.

Since that period an appropriation of $75,000 was made by Congress; but this is likely to be expended entirely or chiefly in the preliminary surveys now in progress under Captain Chase;—and we are therefore again indeed to direct the attention of merchants and other citizens to this subject, as one of paramount importance to the commerce, the prosperity and the population of New Orleans. If the matter be not timely and maturely considered, the same useless experiments and great improvements may be experienced in the attempts on this river, as have been on the Hudson, the Delaware, Ohio, and others of less note; and we trust that it is unnecessary to show that the vital interests—nay the very existence, as it were—of New Orleans, are dependent on the condition of the Mississippi river.

Among the various modes that have been adopted to regulate the courses or improve the navigation of rivers in various epochs, those of dredging, transporting or removing obstructions by sand or other light deposits—of giving increased vents to the waters, by enlarging and elongating the various outlets, so as to prevent inundations—and of confining and straightening the channel, so as to increase the velocity and thereby deepen the bed of the river, are the most important.

The first plan is evidently a temporary resort, intended to obviate only an accidental obstruction; and may be adopted where the velocity of a river is sufficiently great to eliminate the depth artificially given to the bed—or where the cause of the obstruction was accidental and temporary in its nature. But in every other instance, dredging is ineffectual and useless.

The second plan is indeed more eligible, as its operations are more extended and its effects more durable. Yet its benefits are also temporary. To prevent, the inundations of the Nile, the Po, the Adige, and other rivers, a great number of artificial canals or outlets were constructed, to carry off the superabundant waters in a course different from the river bed. But what has been the consequence? The great body of the waters being so drained off, the artificial canals, have become the natural or habitual channels—and as these are more confined and definite, the former bed of the river has been completely deserted and its mouth choked up. So is it now with the Po in Italy, where the canals constructed, are now the mouths of the river—while its own bed has been annually elevated by accumulated deposits of sand and terrene soil. The consequence is, that that river is now unnavigable—that the bed is greatly higher than the surface of the surrounding country—and that embankments have repeatedly to be made to prevent the incursions of the waters, whenever a freshet occurs.—And so is it with the Nile, the Tiber, Adige, &c.

These two plans have however never been employed of late to regulate the course of a river, altho' used to a certain effects. Dredging was indeed employed on the Thames and other rivers, about a century since; but it was found expensive and injurious, and there fore the third plan was attempted in England, as it had been proved efficient in Holland.

This third plan is a system—that is, it is founded on some principle; although the means to attain the end proposed may be various, both in their operations and effects. That end is to deepen the bed by confining or limiting the channel of the river current. There are various modes of doing this. In the Adour and Seine of France, the Thames and Mersey of England—as indeed in most of the navigable rivers of Europe, the navigating parts situated on them, stone or other piers are projected from the embankments; but in the system adopted for the Rhine is different, as the nature of the alluvial soil would not permit the erection of such piers. And in this country, on the Delaware and Hudson rivers, the works designed to improve the navigation, have been by such piers, dams, or brush weirs.

Take we those on the Hudson as an example. To remove the obstructions at the overhaugh below Albany, one dam and two piers were constructed. But on what principle? To confine the channel, it is true; yet also to direct the current of the river, and deepen the body of waters; and hence the work have failed.

The dam is thrown across the right bank of the river in a triangular division till it reaches Van Rensselaer's island, being 3156 feet long, formed of hewn stone, covered with woodwork. A short distance below low on the left bank of the river is Van Wie's pier, projected about 950 feet perpendicularly, to alter the course of the current, and further onward is Winne's pier, 1708 feet long, projected in an oblique direction from the right bank, a third time to turn away the current.

What has been the consequence of thus using bad means or a principle but partially known? At the overhaugh dam, on the water had deepened on the right or nine feet as per original survey, the edition have been so formed as to elevate the bed, and give now scarcely but or three feet—and the course of the waters having been diverted, the current now strikes the abrade; the river current is sometimes directed into two parts; and is generally in a different direction from that of the flood or sea current. And now the river is rendered almost unnavigable at the overhaugh, except for boats or craft, drawing three or four feet water.

But this we shall consider at large on Monday next; as we hope the attention of our merchants generally, as well as the Chamber of Commerce, will be drawn to this subject, in a more definite manner and shape from that hitherto paid to it.

A curious incident is said by the English papers to have occurred at the Tuileries. The court of Vienna had come into mourning for the death of Charles the 10th. The Austrian ambassador at the court of France presented himself on a state occasion in the presence of the king and his ministers in the palace, in court mourning dress for the demise of the ex king, the grandfather to the throne! The English papers say this ingratitude of diplomacy in tears greatly affected the faithful servants of Louis Philippe. Bona. There and marshal Gerard expressed their indignation and on deigned to convince the king of the necessity of its king manifestation for so ill timed a proceeding. The ex-president of the council is said to have expressed himself thus: "Sire, if I had the honor of being the minister of your majesty, and the ambassador of a foreign power came to my house in mourning for Charles the tenth, I would order my servant in his hearing to say that I was not at home."

(Communicated.)

We need but mention that Mr Farren takes a benefit at the Circus tonight, to secure him a banner.—Considering his popularity, the array of talent that he has brought forward was scarcely necessary to insure him this. But when the names of Messrs Wallack, Sells, Abbott and Mason, Herr Cline, Mrs Pritchard and Miss Rousell, are appended, who will begrudge a dollar for the double treat this will afford them—You'll go boys, won't you?—We shall.

HOUSE OF REPRESENTATIVES.

Friday, Feb 17, 1837.

The house met agreeably to adjournment.

Leave of absence was granted to Mr Kemp.

Mr Coulon presented a petition from sundry inhabitants of the parish of Lafourche Interior, praying an act of incorporation of the town of Thibodeaux.

Mr Grymes, from the judiciary committee, introduced a bill to provide for a change of venue in criminal cases. Read twice and ordered to be printed.

Mr Sparks, agreeably to notice, introduced a bill to incorporate the Ocean steam navigation company—ordered to be printed.

Mr Bidell, agreeably to notice, introduced a bill to incorporate the New Orleans Floating dry dock company.

Mr Canon agreeably to previous notice, introduced a bill to incorporate the National railroad company—ordered to be printed.

Mr Peyton introduced a bill to incorporate the church of St Francois in Pointe Coupee.

The speaker laid before the house a communication from the president of the Citizens' Bank relative to the institution—laid on the table.

Mr Moore moved to take up the bill relative to the Grand Levee of Fusses Rising in Pointe Coupee.

The house went into consideration of the whole, Mr Gun on in the chair.

The object of the bill, as explained by the bill, is to construct a levee having Bienvenu Bend, Bayou Pigeon quarter, and several of the neighbor ho-

Mr Moore moved that the sum to be appropriated should be $20,000.

The question was put, and a long debate, yesterday, was opposed to the bill, he said of the [illegible] character of the which was [illegible] yesterday, he felt very certain that the [illegible] of the proposed levee would be a protection to Coupee from overflows of the river, will [illegible] more on the subject.

Mr Poydras said he could not [illegible] the bill [illegible] would rather throw it back, which [illegible] the [illegible] Mr Brashear spoke at some length in favor of the bill. He thought if the bill should be [illegible] washed away, it would be very beneficial. As it was [illegible] the cutting away of points diminished the width of the river, and that the many [illegible] of the cause of high water and inundations. This was not only a fact but it could be philosophically accounted for. The straighter and more direct the course of the river became, the greater was the impetus of the waters above upon [illegible] and consequently they flowed with more rapidity, in a deeper and more narrow channel to the ocean. As to the appropriation, if it save a great deal of lands to the people of the state, there ought to be no objection to it.

The question was adopted with the appropriation of the $20,000.

Mr Wadsworth offered an additional section, granting a loan for ten years the sum of $50,000 for the relief of persons in distress in the parishes of Plaquemine and St Bernard, in consequence of the overflows of last year, which broke out on Morgan's plantation.

The debate on this amendment was animated and in some respects desultory. It was supported by the mover and Mr Grymes principally.

Mr Grymes said he could not see the justice of having $10,000 as a gift unto one parish under the pretence of preventing inundations, and refusing to lend $50,000 to the people of other parishes, who were actually suffering under the ruinous effects of an inundation. This is a monopoly in legislation, which ought not to be exhibited. Because Plaquemine has the sea in her bar, is isolated, and has no rich or influence around her, she is to be paid out of the state treasury whatever improvement or relief is the question. Mr Grymes proceeded to inforce his views in a lucid and cogent speech of some length, which our limits of space and time will not allow us to give in full.

Mr. Lawson opposed the passage of the bill on the ground that it was a partial species of legislation, which ought not to be practised: he adverted to his arguments against the bill before the house yesterday—and said they are verified to-day. Here you grant $10,000 to the Parish of Point Coupee, and immediately Plaquemine applies for another appropriation—Red River will come next, and before the long contemplated by this amendment is repaid, you will be overwhelmed by many applications to the same tune that the credit of the state will be bankrupt. He hoped the whole bill would be rejected.

Mr. McDonald moved that the provisions of the bill be made applicable to every parish in the state, which motion was rejected.

Mr. Brashear moved that interest at 5 per cent should be required on the loan, which was rejected.

Mr. Sloan moved that $10,000 be bestowed on the citizens of East Baton Rouge, who had suffered by the overflow of 1828—rejected.

Mr. Breazeale offered a section providing $6,000 should be appropriated to the stopping Bayou Nicot emptying into Red River in the parish of Natchitoches—as it occasioned inundations over the adjacent country. This motion was rejected.

Mr Boyle offered a section appropriating $10,000 to make a Levee from Bunch's bend to the land of Harrison on the Mississippi, and improvement which is very desirable to the people of that part of the state—rejected.

Mr Bossier offered an amendment allowing $10,000 to the persons who suffered by the overflow of Red River in 1835—rejected.

The section offered by Mr Wadsworth was passed, 45 yeas, 19 nays, the speaker voting in the affirmative, and the bill as amended by Mr Wadsworth finally passed—41 ayes, 16 nays.

The house took up the bill to amend the act authorizing the state treasurer to subscribe for 500 shares in the Bartaria and Lafourche canal company.

Mr Brashear explained the nature of the bill. The act to which this bill is intended as an amendment, contemplated that the state should payable a moiety of the shares in negro labor on the canal, which the state was prevented from being executed by her high price of negroes—and the present bill simply requires that the state shall fulfil its contract by paying the amount in cash. The company are now in a flourishing condition, 15 miles of the canal have been dug, only six and a half miles remaining to be done—and the state has received its share of dividends. The bill was passed.

On motion of Mr Moore, the house took up and passed the bill creating a new ward in the town of Jackson in the parish of St. Landry. At the suggestion of Mr. Brashear, the new parish received the name of POYDRAS.

The house took up and passed the bill to incorporate the Presbyterian Congregation at Pine Grove in the parish of St. Tammany.

The house adjourned till Monday.

COUNCIL OF THE 3d MUNICIPALITY.

Sitting of 13th February 1837.

The council met agreeably to adjournment.

The Recorder having called the members to order and directed the secretary to call the roll, the following gentlemen answered to their names, viz:

Messrs. Marigny, Duvigneaud, Kilshaw, Feraud and Percy.

Absent, Messrs. Lesseps and Lara.

The journal of the last sitting having been read and approved, a message from the Mayor dated the day, was read. The purport of this message was the return to the council a resolution adopted by them the day in its extra session of the 16th inst., by which they approved the conduct of certain individuals who had removed a number of planks placed by Messrs Shepherd and Miller upon the public way, opposite the Faubourg Clouet and Montreuil. The reasons assigned by the Mayor for his veto are that the law has conferred almost all cases of infraction of the laws, and has pointed out the means of redress; that it is by law only, therefore, that delinquents should be proceeded against; and that any system tending to give to each citizen the right of setting himself up as an interpreter and minister of the law, would lead, in a very short time, to the greatest disorders.

On motion of Mr. Duvigneaud, the communication was ordered to the veto of the Mayor.

A letter was read from Mr. Albert Pleasant, together with an estimate of his property which is to be traversed by Casa Calvo, Grand Hommes, Crate and Amour streets; also, of the line of the public way in front of his property.

The letter and accompanying estimate were sent to the improvement committee.

A letter was read from Mr. P. J. Tricou, submitting for the approbation of the council a plan for dividing into streets and squares, a portion of land, formerly belonging to the Plantation. This plan was referred to the surveyors to be verified and approved.

The account rendered of the receipts and expenses of the municipality, from the 8th to the 15th inst., presented this day by the treasurer, shows a balance of $6614,67 in cash.

A letter was read from Mr. Augustine Lara, in which the honorable member requests the council to accept his resignation as alderman of the 3d district of this Municipality.

On motion of Mr. Marigny, and the rules having been dispensed with,

Resolved, That the council accept the resignation of Mr. Augustine Lara, a member of the council of this municipality, and that the Mayor be requested to issue the proclamation of election, requisite to fill the place Mr. Augustine Lara. The election to take place at the house of Mr. P. Power. Commissioners, Messrs. J. Poupart and Octave Le Blanc. Mr. J. St. Armand secretary.

Five applications were received for the office of commissioner of the 3d district.

On motion of Mr. Marigny, the council proceeded to the election of a commissioner, when Messrs. E Richemin and St. Cesaire having twice obtained an equal number of votes, the council, upon the motion of Mr. Marigny, deferred further proceedings in the matter and then went sitting.

The Recorder called the set of committees. No reports were presented.

ORDER OF THE DAY.

The two following resolutions presented at the last sitting by the paving committee, and made the order of the day for this a stag, were adopted, the rules being dispensed with for that purpose.

Resolved, That the paving committee is authorized to choose a suitable person to proceed to Boston or elsewhere, on account of this municipality, for such a quantity of curb and gutter stones as shall be directed by said committee.

Resolved, That it is the duty of the surveyor to present to the committee, with the least possible delay, a detailed statement of the quantity of curb and gutter stones necessary for the works of this municipality, also, of the dimensions of the said materials.

(Signed) DUVIGNEAUD } committee
FERAUD. } of paving.

On motion of Mr. Marigny, with an amendment by Mr. Feraud and the rules being dispensed with,

Resolved, That it shall be the duty of the commissary of police of each district, to prepare a statement conformably to the ordinance on this subject, of all the free and white citizens of the United States, of and above 21 years of age, who have resided six months and paid taxes in their district; which statement shall be presented to the council 15 days before the annual elections, in order that it may be examined; also, that shall force elections, it shall be the duty of the commissary of police to be present at the place of election in his municipality, in order to give such information as shall be required by the commissioners of elections. The commissaries of police of the 1st and 2d districts to be paid out of the 1st district, and in the 3d district, the sum shall be paid out of the tax imposed upon the commissaries of police by this ordinance.

On motion of Mr. Duvigneaud, and the rules being dispensed with,

Resolved, That from the date of this ordinance, the dust carts shall no longer discharge the dirt which they receive, in the streets of this municipality.

Resolved, That the commissaries of streets is authorized to designate sundry places in the lower street of the municipality, at a distance from all houses, and particularly in the low parts, where the carts may discharge their contents.

On motion of Mr Kilshaw, the rules being dispensed with, in consideration of Mr John Brown having had the misfortune to lose one of his horses yesterday, such number of the municipal carts as may be required to Mr Brown for the immediate and urgent disbursements of the municipality.

On motion of Mr. Duvigneaud, the council adjourned to the veto of the Mayor.

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(Signed) DUVIGNEAUD } committee
FERAUD. } of paving.

STATE OF LOUISIANA.

Third Session of the Twelfth Legislature, Begun and Held at the City of New-Orleans, on the Twelfth Day of January, Eighteen Hundred and Thirty-Seven.

JOURNAL OF THE SENATE.

SATURDAY, February 11th.

The Senate met pursuant to adjournment.

Members present—Messrs. Charles Berbigny, President, Armant, Brisacier, Duret, Durnon, Garcia, Hill, Lafargue, Johnson, Tate and Wiseman—12.

The president laid before the senate the following letters, together with the accompanying documents.

Secretary of State's office,
New-Orleans, 11th February, 1837.

[illegible] Further to amend "an act to incorporate the Clinton and Port Hudson Rail Road Company," approved the seventh day of February, eighteen hundred and thirty-seven, and for other purposes.

Section 1st. Be it enacted by the Senate and House of Representatives of the State of Louisiana, in general Assembly convened; That the Clinton and Port Hudson Rail Road Company shall have the right and are hereby invested with full power to extend the Clinton and Port Hudson Rail Road, from Clinton Eastward to intersect a branch of the New Orleans and Pontchartrain Rail Road at a point to be agreed upon by the two companies, between the Amite and Tangipahoa rivers; and said Company shall also have the right to make any lateral road or roads that shall be deemed advisable, provided however that the extension of said road and the lateral or laterals shall be located and constructed with the rights, limitations, restrictions and regulations of the seventh and eighth sections of the act hereby amended.

Section 2nd. Be it further enacted, &c. That to enable the Clinton and Port Hudson Rail Road Company to extend said road as provided in the foregoing section, the Capital Stock of said Company may be increased to any sum not exceeding one million of dollars, inclusive of the sum of five hundred thousand dollars fixed by the amended charter of said Company, and that such additional capital stock shall be divided into shares of one hundred dollars, and may be created by loan or loans on real security as hereinafter provided, provided however, that the debts and the notes in circulation of said Company shall never exceed one million of dollars exclusive of deposites and the obligations or bonds issued by the Company for dividing the loans aforesaid.

Section 3d. Be it further enacted, &c. That the Capital Stock and the dividend arising therefrom are hereby pledged to the State for the accomplishment of said work, and no dividends shall ever be made until the Road between Clinton and the point of intersection shall be completed; and it should said Company refuse to pay the dividends hereby created before the work is completed, then said Company shall pay an annual tax of fifteen thousand dollars into the State Treasury, until the work is completed.

Section 4th. Be it further enacted, &c. That the books of subscription for the sum of five hundred thousand dollars, for the purpose of securing a loan shall be opened at Clinton, Jackson, Port Hudson and Grassiapy after twenty days notice published in the Clinton and Baton Rouge papers, immediately after the promulgation of this Act, under the inspection of three Commissioners at each place, appointed by the President and Directors of said Company, which shall be kept open for thirty days; at the end of which time the books shall be closed if the entire amount of five hundred thousand dollars has been subscribed, but, if less than the books shall be reopened from time to time, at the same or different places, until the subscriptions shall amount to five hundred thousand dollars or more, but immediately after the completion of the subscription the President and Directors shall declare the excess, if any, first from the stock of which sufficient security shall not be offered, and then from the lowest subscriptions, in such manner that no subscription shall be reduced while any one remains larger.

Section 5th. Be it further enacted, &c. That to procure the loan authorized by this Act, the President, Directors and Company of said Rail Road shall execute their bonds, bearing interest at the rate of six per centum per annum payable half yearly which bonds shall not be sold or delivered at a greater discount than six per centum. That the funds of said bonds shall be used for no other purpose than the sum of one hundred and fifty thousand dollars, eight years after date. Bonds for another sum of one hundred and fifty thousand dollars, fifteen years after date and Bonds for the sum of two hundred thousand dollars, twenty years after date, and the Bonds shall be written in the usual and form designated in the 5th section of the act amendatory of the act of incorporation of said company.

Section 6th. Be it enacted, &c. That to secure the payment of the capital and interest of said Bonds, the President and Directors shall be bound to give mortgage to the satisfaction of the President and Directors of said company, on property to be in all cases equal in value to the amount of the stock respectively held by them. Mortgages may be taken on lands and slaves and uncultivated lands and town lots, provided that unimproved lands and town lots shall not be received as security for stock beyond one fifth of the amount mortgaged value; and, when the mortgages shall be on land and slaves, the value of the land shall be equal to twenty fifth part of the stock for which the mortgage shall be given.

Section 7th. Be it further enacted, &c. That a meeting of the Stockholders of said Clinton and Port Hudson Rail Road Company may be held at the office of said Company in the town of Jackson, after fifteen days notice in the public prints of said Parish, and if a majority of the stockholders of said Company accept this amendment to their charter by a direct vote to that effect made on the day of meeting or within one week thereafter to be made before a magistrate and recorded in the office of the Parish Judge of East Feliciana, this act shall be in force from and after the date of such acceptance being so recorded, and shall continue in force so long and during twenty-seven years and no longer.

Section 8th. And be it further enacted, &c. That it shall be the duty of the President of said Company to forward to the Secretary of State a certified copy of the acceptance of this amendment made by said Company.

(Signed) ALCEE LA BRANCHE.
Speaker of the House of Representatives.
C. BERGINY,
President of the Senate.
Approved February 15th, 1837.
(Signed) J. D. WHITE,
Governor of the State of Louisiana.

MARINE NEWS.

PORT OF NEW-ORLEANS.

CLEARED.

Ship Hibb, Hampton, Liverpool, W Nott & co.
Brig Energy, Manson, Apalachicola, Shields, Turner & Renshaw.
Brig Armadillo, Hammond, Portsmouth, Master.
Brig Caroline, Pratt, Boston, E Lefaye.
Sch Elizabeth, Forsyth, Pensacola, Hufford & Serquenfroy.
Sch Lookout, Washington, Pensacola, J Abel.
Sch Hermous, Charlton, New York, C Adams, Jr.

ARRIVED.

Tow boat Felicians, Wood, from the S W Pass; towed to sea ship Formosa ship Minerva and brig Harriet, for the pass on the 15th at 3 P M, a ship and barque at anchor outside; reported at Fort Jackson bound up ships Mississippi, New England, Girard, Herald, barques Norfolk, Wilmot, one French ship, brigs South Carolina, Drummond and several small unknown; brought up ship Plato. Wind, from Rio de Janeiro, previously reported on the 31 inst at the bar; ship Trafalgar, Jackson, from Liverpool, previously reported at the bar on the 10th, and ship Hyperion, Wood, from Bordeaux, Dec 6, via St Thomas to master.

Sch Mobile, Stark, from Mobile, to master.

Steamboat Charlton, Dogerty, from St Louis, 17th Jan.

Steamboat Compromise, Cochran, from Little Rock, Ark, to master.

Steamboat Harp, Waring, from New Albany, to master.

Steamboat Pearl, Butler, from Cincinnati, to master.

Steamboat Pancy, Stakey, from Cincinnati, to master.

Steamboat Rome, Manning, from Bayou Bartholomew, to Kimball & Pomroy.

Steamboat Hawkins, Wylie, from Cincinnati, to master.

Steamboat Black Hawk, Gordon, from Iberville, to Hall & Bein.

Steamboat Boonslick, Jones, from St Louis, to master.

EXPORTS.

HAVAE—ship Hibb—1509 bales cotton.
APALACHICOLA—brig Energy—190 bbls flour, 70 bbls rum, 50 do whiskey, 150 do molasses, 50 do sugar, 10 do pork, 15 casks brooms, 40 kegs butter.
PORTSMOUTH—brig Armadillo—716 bales cotton.
BOSTON—brig Caroline—769 bales cotton.
PENSACOLA—sch Elizabeth—sent liquors and groceries.
FOR
PENSACOLA—sch Lookout—groceries and sundries.
NEW YORK—sch Hermous—375 casks molasses.

IMPORTS.

Per ship Hyperion—wines, brandies and sundries.

CONSIGNEES.

Per ship Hyperion—O Bigourdan; T Nicolet; Quertier & Albert; Lanatte & Brulatour; and order.

RECIPTS OF PRODUCE.

Per steamboat Havanna—78 bbls pork for order; 81 bbls beans, 6 do onions, 66 kegs butter, 20 bbls do, order; 17 boxes books, order; 125 bbls flour, 100 do whiskey, 1 Landau; 149 Kegs lard, J N Pike; 100 bbls flour, 100 do butter, Layet & Armstrong; 96 bbls bacon, 50 bbls flour, owner on board; 50 bbls pork, 100 kegs lard, Harrod & Quarles; 51 bbls flour, Oram & Mignon; 175 bbls flour, 20 bbls beef, 40 kegs fresh wheat flour, 3 kegs, 79 bbls flour, 29 cows and calves, owner on board.

Per steamboat Rome—152 bales cotton, Brander, McKenna & co; 18 Board & Pile; 94 Lumbers & co; 114 A Ledoux & co; 6 O'Dunlap & co; 13 and 3 bales deer skins, Robeson, Wood & co; 13 J W Bidwell & co; 2 do, Wm Wade; 1 do, Watt & co; 10 M White & co; 20 Buckner, Stanton & co and sundry hides and skins, pelts, to order.

Per steamboat Peri—75 bbls whiskey, 20 do flour, 8 kegs lard, G Gorsey; 13 bbls bacon, 220 bbls pork, 228 kegs lard, J A Merrer; 24 bbls rosy black, P J Parstall; 300 kegs lard, J Vairne & co; 50 bbls whiskey, 11 kegs butter and 1 bb do, H Ledgard; 19 bales cotton, Merrer, Pleasants & co; 11 Leigh, Mallozz & co; 17 N & J Dick & co; 3 Robeson, Wood & co; 150 oyster cans.

Per steamboat Fancy—30 bbls bacon, 12 tce hams, 7 bbls and 26 boxes do, 60 bbls and 10 boxes pork, 20 kegs lard, Layet & Armstrong; 108 bbls whiskey, 28 kegs do, Gorsey; 78 bbls flour, 301 bbls pork, 153 half bbs beef, 60 bbls bacon, 737 kegs lard, J Odenwert 567 bbls whiskey, 124 do flour, J Liddle; 84 bbls bacon, J A Peck; 99 kegs butter, H L Ledyard; 50 bbls whiskey G Dorsey.

Per steamboat Compromise—28 bales cotton, T R Mills; 18 do do, Hughes & co; 21 do do, Wilkinson & Walton; 16 do do, Lee & Lady; 4 N & J Dick, 6 do 28 Garnie & Vinnon; 27 Wilcox, Anderson & co; 8 Kirkman, Rosser & co; 21 Harman, Briggs & co; 2 Napier, 130 bale cotton and 2 do sundry do, J Monroe; 70 bales mixtures Hall & Bein.

Per steamboat Boonslick—394 kegs lard, 9655 pieces bagging, J Varin; 805 kegs lard, 8000 bale pieces gunny, Hart & Hughes; 2 casks and 3 boxes hooks, Hart & Brothers; 166 bags and 2263 pieces pork, 4 bbls lard, 186 do flour, 8 Hemming; 600 kegs lard, 2783 pieces gunny, Grant & Wilson; 3 bale pork, 8 Sibert; 100 bbls castor oil, Kendall & Sayre; 491 sacks corn, W Hemming; 2 bbls pork, Gordon Bispham; 7 Janeset; 7580 lbs pork D Gordon.

Per steamboat Chieftain—29 bags hemp, 2184 pieces gunny, Grivet & Pelous; 1000 bulk pork, Hughes & co; 2200 pieces gunny, Hughes & Price; 144 bbls flour, S Slater; 6 bbls and 1 half bbl beef, 7 bbls and 3 half bbls lard, 13 kegs do, Slater; 8 Alexander; 297 sacks corn, 230 pale brooms, 10 kegs lard and two oyster owners on board.

FLOUR—194 bbls holding from manager Pierce, for sale by JOSEPH LANDIS & Co.
RICE—194 tierces, prime Rice, for sale by L D C WOOD, 32 Poydras st.
WHISKEY—[illegible] bbls Rectified Whiskey, just received and for sale by [illegible]
WHISKEY—[illegible] bbls Rectified Whiskey, just received and for sale by [illegible]

ACT

Further to amend "an act to incorporate the Clinton and Port Hudson Rail Road Company," approved the seventh day of February, eighteen hundred and thirty-seven, and for other purposes.

Section 1st. Be it enacted by the Senate and House of Representatives of the State of Louisiana, in general Assembly convened; That the Clinton and Port Hudson Rail Road Company shall have the right and are hereby invested with full power to extend the Clinton and Port Hudson Rail Road, from Clinton Eastward to intersect a branch of the New Orleans and Pontchartrain Rail Road at a point to be agreed upon by the two companies, between the Amite and Tangipahoa rivers; and said Company shall also have the right to make any lateral road or roads that shall be deemed advisable, provided however that the extension of said road and the lateral or laterals shall be located and constructed with the rights, limitations, restrictions and regulations of the seventh and eighth sections of the act hereby amended.

Section 2nd. Be it further enacted, &c. That to enable the Clinton and Port Hudson Rail Road Company to extend said road as provided in the foregoing section, the Capital Stock of said Company may be increased to any sum not exceeding one million of dollars, inclusive of the sum of five hundred thousand dollars fixed by the amended charter of said Company, and that such additional capital stock shall be divided into shares of one hundred dollars, and may be created by loan or loans on real security as hereinafter provided, provided however, that the debts and the notes in circulation of said Company shall never exceed one million of dollars exclusive of deposites and the obligations or bonds issued by the Company for dividing the loans aforesaid.

Section 3d. Be it further enacted, &c. That the Capital Stock and the dividend arising therefrom are hereby pledged to the State for the accomplishment of said work, and no dividends shall ever be made until the Road between Clinton and the point of intersection shall be completed; and it should said Company refuse to pay the dividends hereby created before the work is completed, then said Company shall pay an annual tax of fifteen thousand dollars into the State Treasury, until the work is completed.

Section 4th. Be it further enacted, &c. That the books of subscription for the sum of five hundred thousand dollars, for the purpose of securing a loan shall be opened at Clinton, Jackson, Port Hudson and Grassiapy after twenty days notice published in the Clinton and Baton Rouge papers, immediately after the promulgation of this Act, under the inspection of three Commissioners at each place, appointed by the President and Directors of said Company, which shall be kept open for thirty days; at the end of which time the books shall be closed if the entire amount of five hundred thousand dollars has been subscribed, but, if less than the books shall be reopened from time to time, at the same or different places, until the subscriptions shall amount to five hundred thousand dollars or more, but immediately after the completion of the subscription the President and Directors shall declare the excess, if any, first from the stock of which sufficient security shall not be offered, and then from the lowest subscriptions, in such manner that no subscription shall be reduced while any one remains larger.

Section 5th. Be it further enacted, &c. That to procure the loan authorized by this Act, the President, Directors and Company of said Rail Road shall execute their bonds, bearing interest at the rate of six per centum per annum payable half yearly which bonds shall not be sold or delivered at a greater discount than six per centum. That the funds of said bonds shall be used for no other purpose than the sum of one hundred and fifty thousand dollars, eight years after date. Bonds for another sum of one hundred and fifty thousand dollars, fifteen years after date and Bonds for the sum of two hundred thousand dollars, twenty years after date, and the Bonds shall be written in the usual and form designated in the 5th section of the act amendatory of the act of incorporation of said company.

Section 6th. Be it enacted, &c. That to secure the payment of the capital and interest of said Bonds, the President and Directors shall be bound to give mortgage to the satisfaction of the President and Directors of said company, on property to be in all cases equal in value to the amount of the stock respectively held by them. Mortgages may be taken on lands and slaves and uncultivated lands and town lots, provided that unimproved lands and town lots shall not be received as security for stock beyond one fifth of the amount mortgaged value; and, when the mortgages shall be on land and slaves, the value of the land shall be equal to twenty fifth part of the stock for which the mortgage shall be given.

Section 7th. Be it further enacted, &c. That a meeting of the Stockholders of said Clinton and Port Hudson Rail Road Company may be held at the office of said Company in the town of Jackson, after fifteen days notice in the public prints of said Parish, and if a majority of the Stockholders of said Company accept this amendment to their charter by a direct vote to that effect made on the day of meeting or within one week thereafter to be made before a magistrate and recorded in the office of the Parish Judge of East Feliciana, this act shall be in force from and after the date of such acceptance being so recorded, and shall continue in force so long and during twenty-seven years and no longer.

Section 8th. And be it further enacted, &c. That it shall be the duty of the President of said Company to forward to the Secretary of State a certified copy of the acceptance of this amendment made by said Company.

(Signed) ALCEE LA BRANCHE.
Speaker of the House of Representatives.
C. BERGINY,
President of the Senate.
Approved February 15th, 1837.
(Signed) J. D. WHITE,
Governor of the State of Louisiana.

The House of Representatives informed that the Senate had passed the bill entitled "An act to incorporate the Mandeville and Pearl River Rail Road Company," approved 20th February 1836, and the bill entitled "An act to incorporate the Clinton and Port Hudson Rail Road Company," approved the seventh day of February, eighteen hundred and thirty-seven, and for other purposes.

ORDERS OF THE DAY.

The House took up the amendments of the Senate to the bill entitled "An act to create additional notaries public for the parishes of Orleans and East Baton Rouge, and to authorize the parish of Carroll."

The amendments were concurred in the same, the bill was returned to inform the Senate thereof.

The House taking into consideration the amendments of the senate to the bill entitled "An act to create additional notaries public for the parishes of Orleans and East Baton Rouge, and to authorize the parish of Carroll."

The amendments were concurred in the same, the bill was returned to inform the Senate thereof.

The House taking into consideration the amendments of the senate to the bill entitled "An act to create additional notaries public for the parishes of Orleans and East Baton Rouge, and to authorize the parish of Carroll."

The amendments were concurred in the same, the bill was returned to inform the Senate thereof.

The House having under