New-York	[illegible]	Boston	oct 4
Philadelphia	[illegible]	Washington	oct 5
[illegible]	[illegible]	Baltimore	oct 5
[illegible]	aug 26	Liverpool	aug 20
Havana	oct 4	London	28
Mexico	[illegible]	Tampico	sept 13
Bordeaux	[illegible]	Vera Cruz	sept 1

[illegible] REMARKS

We have had a continuance of cool, and pleasant weather for some weeks past, which has been favorable for the transaction of business in the city, and for Planters gaining in their crops of Sugar and Cotton.

The city has a very business like appearance, but sales in general continue to be very limited; a good business is however quite checked, and for which every arrangement is making; the only article we can hear of as being in good demand is Cotton. The latest accounts we have of the Ohio River is that there was four feet water, and falling, this low stage will consequently prevent receipts of produce from that quarter, to any extent until, there is a rise.

On Thursday, Liverpool dates were received via New York, to the 5th August; from which we perceive there had been a quite sanguine demand for Cotton, and large sales reported, at an advance on previous rates, on American descriptions of from ½ to ¼d, appears to be the case up to the 27th. On the 30th it is however represented, that the market was dull, and sales on the 27th and 28th amounted to but 5000 bales, but, at no decline from previous prices.

Our latest dates from Havana, are to the 4th inst. Much stagnation exists of Flour to be much reduced, & sales were being made at an advance over rates last noted.

Cotton—There has been a good demand during the week, until yesterday, when there appears to have been a great falling off, there having been, as far as we could ascertain only 846 bales sold, which is the smallest quantity we have known of for some weeks. The receipts have been large for so early in the season, and sales have been effected soon after arrival.

The transactions of the week amount as far as has come to our knowledge to 12686 bales were as follows, viz: 63 bales Mississippi a 20½; 64 a 19¾; 14 a 19; 200 a 18¾; 750 a 18½; 200 a 18; 110 a 17½; 487 a 17½; 1383 a 17½; 288 a 17½; 1577 a 17; 687 a 17½; 55 a 16¾; 13 a 16¾; 396 a 16½; 406 a 16¾; 71 a 16½; 283 a 16¾; 71 a 16¾; 31 sold; a 18; 27 (old) 13¾; 3794 prices not transpired; 1136 bales Miss. and Louis'a from 14 to 16¾; 150 Miss. and Alabama (old) a 19½; 15 Louis'a a 18; 40 a 17½; 19 a 17½; 155 prices not transpired; 42 Ala. a 16½; 50 a 16¾; 250 Tennessee a 15¾; 13 a 13; 31 W District 16¾, 21 (old) a 16; 183 Texas a 16¾.

We regret that we are under the necessity of reporting so large an amount without the prices, but those operating in the article know best their reasons for not divulging them.

The receipts of the week amount to 8911 bales; exports 6088, leaving on hand, and on ship board 22,598 bales; the principal part of which is sold; as it is thought there is not over 3000 bales on sale.

Exports	10,059 bales
To same time last season	8,243
Excess	3,817

Tobacco—The stock remaining on hand is of a very inferior quality, with few exceptions, and for which there is but little demand, we could only hear of 45 hhds being sold this week, which were selected, 30 crosses a 3½ and 15 crosses a 2 cents; exports of the week 135 hhds, for Havre, which went to New York—Exports since the 1st inst. 1259 hhds, to the same period last season 836 exports 750 hhds.

Sugar—We do not find that there is any increase in the demand for this article; shipments continue to be made, but we believe on owners account, as the market is extremely dull, and the new crop will soon be coming forward.

Molasses—We do not find any variation either in prices or demands, the article is dull, and sales extremely limited, and quotations are however obtained, for what sales are making.

Flour—We do not find any change since our last weeks report, the price continues high, and it will probably continue so until a rise in the rivers above, so as to admit Boats to descend.

Lime—The prices of this article has become very much reduced from what it was some weeks since, this is occasioned by the arrival of three cargoes a few days since; all of which, has been disposed of at $3 per bbl. with the exception of a part of one, which is still at the same price.

Freight—There has been a better demand for vessels this week, for Europe, but the rates still continue low. Our rates quoted for tobacco to London, and North of Europe are nominal, we hear of no vessels loading with tobacco, we may say the same as regards freights coastwise, that they are nominal, for there appears to be no fixed rate.

EXPORTS OF COTTON & TOBACCO SINCE 1st OCT 1836.

EXPORTED TO	BALES OF COTTON. This week.	Previously.	Total.	HHDS. TOBACCO. This week.	Previously	total
Liverpool,	1572	1687	3259		45	45
Other Br ports,	1498		1498			
Total to Br ports,	3070	1687	4157		45	45
Havre,		1389	1389			
Other Fr ports,						
Total to Fr ports,		1389	1389			
North of Europe,						
Other For. ports,	1179		1179		413	413
Total to for. ports,	4249	3076	6725		458	458
Northern ports U S	1819	1515	3334	141	989	1130
Total,	6068	4591	10,059	141	1447	1588

STOCKS,

As corrected by Thomas Kellock, Exchange Broker,

No. 6, Camp-street.

Louisiana State Bank,	124 asked
Bank of Orleans,	none offered
Bank of Louisiana,	126 asked
Consolidated Association,	100 last sales
N. O. Canal and Banking Co	par asked
City Bank	1 100 asked
Union Bank of Louisiana	1234, last sales
Citizens' Bank,	115 sales
Commercial Bank,	106 last sales
Mechanics' and Trad. Bank,	95 asked
Gas Light Bank	93 asked
Carrollton Railroad Bank,	par asked
Amelioration Bank,	93 dis asked
Atchafalaya Bank,	93 discount
Exchange & Banking Co	60 for 30 paid
Louisiana State In. Co.	no sales—60 for 20 paid
Louisiana In. Co	2125 for 200 paid—at auction
Orleans In. Co	none offered
Mississippi Marine and Fire Ins. Co	50 for 50 paid
Merchants' Ins. Co	38 asked
Western Marine and Fire Ins. Co	65 asked
Atlantic Mar. and Fire Ins. Co	par, last sales
Ocean Ins. Co	par asked
Commercial Ins. Co.	45 for 50 paid, asked
Eagle Ins. Co.	par
Orleans Navigation Co	30 given 1 at sales
Pontchartrain Railroad Co	27 last sales—at auction
Nashville Railroad Co	91 given asked
Orleans Cotton Press Co	200 asked
Levee Steam Cotton Press Co	par last sales
Old Artichoke Co. of 1832	par last sales
Architect Stock of 6th District	none offered

NEW ORLEANS PRICES CURRENT.

		Dls	Cts		Dls	Cts
Cotton.—Good & Fine	per lb	0 18	a	0 19½		
Good Fair	do	0 17½	a	0 18		
Fair	do	0 16½	a	0 17		
Middling	do	0 15½	a	0 15¾		
Ordinary	do	0 14½	a	0 14		
Tobacco.—Fine quality	lb	0 6	a	0 6		
Second	do	0 4	a	0 5		
Ground lvs	do	0 3	a	0 4		
Cuba	do	0 20	a	0 30		
Sugar.—New Orleans	do	0 10	a	0 11		
Cuba, white	do	0 14	a	0 15		
Brown	do	0 09	a	0 10		
Molasses	do	0 40	a	0 45		
Bagging.—Kentucky	per yd	0 37	a	0 38		
Tennessee	do	0 32	a	0 35		
Bale Rope	per lb	0 10	a	0 13		
Coal	bush					
Hay	per 100 lb	0 80	a	0 00		
Hides						
Candles.—Sperm, N Orleans	lb	0 22	a	0 24		
Mantuadas	do	0 18½	a	0 20		
Tallow	do	0 09	a	0 10		
Coffee	per lb	0 12½	a	0 14		
Rio	per lb	0 12	a	0 13½		
Flour	per bbl	9 00	a	9 50		
Fruit						
Almonds, soft shell	per lb	0 09	a	0 10		
Brazil	do	0 7	a	0 8		
Fish.—Cod	per box	1 00	a	1 50		
Herring	per box	0 50	a	0 75		
Mackerel, No 1	per bbl	11 00	a	11 50		
No 2	do	10 00	a	10 50		
No 3	do	8 00	a	8 50		
Grain.—Corn in ear	per bbl	2 00	a	2 25		
Shelled	per bush	0 60	a	0 62		
Oats	per bbl	2 00	a	2 50		
Hay	per 100 lb	0 75	a	0 80		
Hides.—Cuba	per lb	0 09	a	0 11		
Texas	do	0 09	a	0 11		
Lead.—Pig	per 100 lb	3 50	a	3 81		
Bar	per lb	0 7	a	0 0		
Lime.—Western	per bbl	2 50	a	2 50		
Thomaston	do	2 50	a	2 50		
Provisions.—Beef, mess	per bbl	12 00	a	14 00		
Prime	do	8 00	a	12 00		
Pork, mess	do	21 00	a	22 00		
Prime	do	18 00	a	23 50		
Prime mess	do	18 00	a	18 50		
Bacon.—Hams	per lb	0 11	a	0 12		
Sugar cured do	do	0 11½	a	0 12½		
Shoulders	do	0 11½	a	0 12½		
Lard	do	0 9½	a	0 11		
Tongues	do	0 75	a	0 81		
Lard, in kegs	do	0 9	a	0 10		
Beef, smoked	do	0 8	a	0 16		
Beef.—Northern	do	0 7	a	0 0		
Shot	per bag	1 1	a	0 21		
Shot.—Western	do	0 20	a	0 24		
Soap No 1	do	0 7	a	0 8		
Salt.—Liverpool fine	per sack	2 50	a	3 0		
Liverpool, common	do	1 75	a	0 0		
Turks Island	per bush	0 50	a	0 0		
Rice.—Carolina	per 100 lb	0 0	a	5 0		
Spirits.—Cognac, French, 4th pr.	per gal	1 20	a	1 62		
American, 1st proof	do	0 50	a	0 52		
Rum.—New Orleans, 1st proof	do	0 44	a	0 45		
Jamaica	do	1 20	a	1 25		
St Croix	do	0 44	a	0 46		
Gin.—Holland	do	1 0	a	1 25		
American	do	0 44	a	0 46		
Whiskey.—Rye	do	0 40	a	0 41		
Bourbon	do	0 42	a	0 43		
RATES OF FREIGHTS.						
Liverpool, cotton	per lb	14	a	9/16		
Liverpool, tobacco	per hhd	45	a	50		
Havre	do	35	a	1/8	40	

Groceries, Provisions, &c. &c.

Northern Produce, &c. &c.

Northern ports in U S, [illegible] per bbl.

[illegible] per hhd.

MOBILE MARKET, Oct. 21.

Business begins to resume its wonted aspect. People are flocking into the city in crowds, filling up our vacant stores, our hotels, boarding houses, &c. &c. Goods of every kind, to an unprecedented extent at this season, are making their welcome appearance from the North. Every thing bids fair for a harvest of profit to the shrewd, honest and industrious.

COTTON.—Our texas that the crop may not turn out well, are occasionally almost fanned into a flame; by representations coming to us from the up country, and also, counter representation from the same quarter, have the effect, in a great measure, to do away our fears and excite our hopes.

Since our last there have been no mine, consequently the rivers remain extremely low. Two steamboats, the Pilot and Roanoke, and a barge, the Coosa, have, however, brought down several hundred bales of cotton. Sale sare as brisk as could be expected, at this early season. Quite a number of sales have been made the past week, the prices varying from 17 to 18 1-2 cts. 900 bales at these prices, have been sold since our last.

LIVERPOOL, Aug. 30.

The sales of Cotton yesterday were about 8000 bales, at previous prices, but the market is dull.

This day very little is doing.

Extract of letter received at Savanah, dated

HAVANA, Oct. 4, 1836.

Drafts on London, 11 a 11½ on New Orleans, at par.

FLOUR.—This article is scarce, and is kept at a high price.

STATE OF THE ENGLISH MARKET.

THE LATEST TRADE.—There has been the same brisk demand for goods at the cloth halls this week as for some weeks past. In consequence of the manufacturers to obtain a further advance.

BRADFORD WOOL MARKET, Aug. 26.—We have still to report an active demand for short wools, particularly for the coarser qualities, which are scarce in the market, and firmly maintain their price; the same may be said of the light and other qualities of the combing wools, but in the middle hogs and wethers, as well as in all lower sorts we have had less doing this week, and prices are a little lower; the demand for the manufactured article, is great.

HUDDERSFIELD.—The flannel market, on Monday, was much the same as stated last week. Low and middle qualities still command the best sale; fine goods are in good request, but little business was done in the wool market. Yarns are at the same prices as last week.

NOTICE.

The steam boat JAMES MONROE will leave the Rail Road on Sunday next, at 10 o'clock A. M. for Beloxi and intermediate landings. For freight or passage, apply to capt Doslieve, on board, or to

oct 22 V. DEJOR & CO, 12 Chartres st.

FOR BRAZORIA, TEXAS.

The regular packet schooner Julius Cæsar, John H Lightcap master, having the greater part of her cargo engaged, will meet with despatch. For freight or passage, apply on board, or to

oct 23 JAMES REED & Co. 35 Royal st.

FOR PHIDADELPHIA

First Vessel

The regular packet ship Edward Bonaffoe, J G Meagher master, having half her cargo on board, will be the first vessel. For freight or passage, apply on board opposite Perdido street, or to

JAMES REED & CO.

oct 23 35 Royal st.

FOR LIVERPOOL.

The superior A 1 coppered and copper fastened ship Octavia, Deason, master, will be ready to receive cargo in a few days, and will meet with despatch. For freight or passage, having fine accommodations, apply to

ROBBINS & WILCOCKS,

oct 22 20 Camp street.

FOR HAVANA

The brig Gustavus, Capt Hoffman, will sail on Tuesday the 25th inst. For freight or passage apply on board opposite Girod street, or to

HARRISON, BROWN & CO,

oct 22 Custom House street.

FOR SALE.

The fast sailing schooner Isone, 4 years old built in Maryland, 76 tons burthen; will be sold low to close Concerns, apply to COIT & CO.

oct 22 20 Custom house st.

FOR HAVRE.

The A 1 fast sailing ship Orient, Bailey master, will be immediately despatched, having her cargo engaged and can accommodate 3 passengers. For terms of which apply to

BAILEY & ABBOTT,

oct 19 14 Bienville st.

FOR HAVRE.

The A 1 fast sailing ship Elizabeth, (capacity 1000 bales,) Thayer, master, requires 150 to 200 bales to complete her cargo; for terms of which, or passage, having superior accommodations, apply to

BAILEY & ABBOTT,

oct 19 14 Bienville street.

FOR LIVERPOOL

The A 1 fast sailing ship Choctaw, Freeman Foster, commander, requires 250 bales to complete her loading; for terms of which, or passage, having superior accommodations, apply to

BAILEY & ABBOTT,

oct 19 14 Bienville street.

FOR SALE.

The fast sailing coppered and copper fastened Schooner Benita, to she now lays near the Ferry on the opposite side of the river—she is well found in every respect, and can be made ready for sea immediately for terms, apply to J ROBERT & Co.

oct 19 117 Royal st.

FOR PHILADELPHIA.

The fast sailing packet brig Treaty, Dunton, master, having part of her cargo engaged, will have quick despatch. For balance of freight, or passage, having fine accommodations, apply to the captain on board; or to HOSKINS & WILCOCKS,

oct 18 38 Camp st.

BARQUETTES.—The subscribers have received by late arrivals, a large number of Barquettes, embracing every variety ever called for in this market.—These barquettes, principally made to order, are of the best quality.

Purchasers will find it to their advantage to call at this establishment, where they can make their selections from a large assortment.

oct 22 H. BEACH & CO. Royal st

FOR SALE, landing from ship Horace, from Marseilles—40 pipes brandy; 24 half do Cognac.

oct 22 J. VATINEL, 21 Conti st.

FOR SALE by the subscribers, in store—400 boxes Burgundy, Chamberton, and Ramane wines; 400 do Bordeaux wine; 300 baskets Sillery Champagne, crown and star brands.

oct 22 J. VATINEL, 21 Conti st.

RICE—50 tierces bale quality rice, for sale by

oct 22 PERKS & HALL.

BROGANS—3000 pair men's first quality russet brogans, received and for sale by

oct 22 FROST & CO, 8 Customhouse st.

Removal.—HARRISON, BROWN & Co have removed to Custom House street, opposite Exchange Place.

oct 22

PLANTERS GIGS—Just received a large assortment of Gigs, among which are those suitable for plantations, and for sale by

H. BEACH & CO,

oct 22 No 46 and 48, Royal street.

COACHES.—Fine family coaches, also, coaches suitable for hacks, just received and for sale by H BEACH & CO, Louisiana Carriage Repository,

oct 22 No 46 and 48, Royal st

RECEIVED—By the late arrivals from Liverpool.

18 bales white shirting.

7 cases assorted velveteens,

3 bales do quinones,

4 cases white cambric,

6 do white jaconet,

4 do Madras handkerchiefs,

6 do fancy prints,

7 large bale of lady cloth,

7 assorted cotton sports, &c. &c.

For sale by KENNEDY, DUREL & Co

oct 20 53 Toulouse st.

L. MILLAUDON having taken H.V BAXTER into his partnership, his commercial transactions will hereafter be made under the name of L. MILLAUDON & Co. [oct 18—4t] L. MILLAUDON

NOTICE.

THE subscriber having lost the following certificates the public is hereby notified that three months after date we will make application for their renewal.

Certificate No 10, for 306 shares of the N O. Exchange & Banking company stock. No 765, for 100 shares of the N O Commercial Bank stock. No 839 for 15 shares Mechanics & Trader Bank stock. No 16 for 10 shares Exchange Company N O. No 24 for 10 shares commercial insurance stock.

oct 8—6w J. F. BARNES.

TO BUILDERS.

PROPOSALS will be received until the 1st of November next, at the office of the undersigned, 175 Bourbon st, for building a fire Engine House in Hospital st. The plan and specifications may be examined at the said office every day from 9 to 3 o'clock.

C. CROZET, civil engineer 1st municipality.

oct 20

CAUTION.

THE public is cautioned not to receive the following described notes, lost or stolen from the Eagle Insurance company: payment of which is stopped—viz: N. & J Dicks & co acceptance, favor of Wm. S Mayo at 6 months date from 30 sept 1836, amount $144 25. John W Desseits note favor of Bailey & co endorsed by them, T H Swain, & S Hubbell, dated 21 March 1836, at 8 months—amount—$176 61.

oct 20—2t

OILS, CORKS, &c.

LANDING from the brig Horace, from Marseilles and for sale by the subscribers:

250 baskets Olive Oil,

150 half do do

20 bales corks,

150 sacks do long and short,

20 cases absynthe,

10 do flowered oranges,

25 jars tumblers,

2000 strings garlic.

oct 22 B MILLAUDON, & CO

PRINTED BY J. SAYON

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

NEW-ORLEANS:

SATURDAY MORNING, OCT. 22, 1836.

FOR PRESIDENT

M. VAN BUREN.

FOR VICE PRESIDENT

RICHARD M. JOHNSON.

"I prefer that not only you, but all the people of the United States shall now understand that if the desire of that portion of them which is favorable to my elevation to the chief magistracy should be gratified, I must go into the presidential chair, the inflexible and uncompromised opponent of any attempt on the part of Congress to abolish slavery in the district of Columbia against the wishes of the slave holding states; and also with the determination equally decided to resist the slightest interference with the subject in the states where it exists."—*Martin Van Buren.*

ELECTORS OF THE PRESIDENT AND VICE-PRESIDENT OF THE U. S.

1st DISTRICT	J. H. PLAUCHE.
2d DISTRICT	T. W. SCOTT
3d DISTRICT	T. LANDRY
4th DISTRICT	A. MOUTON
5th DISTRICT	P. E. BOSSIER.

VAN BUREN MEETING.

The friends of MARTIN VAN BUREN, are respectfully requested to attend a public meeting at Davis's Ball room, Orleans Street, on SATURDAY the 22d of the present month, at 7 o'clock P M., for the purpose of appointing committees; and with a view to the necessary arrangements preparatory to the approaching Presidential Election.

New Orleans 14th Oct. 1837.

J C De St Romes,	Jerome Bayon
Louis M. Booth,	Robert J Ker
Samuel Ker,	Charles Bayon
J B Plauche,	H Pettipain
Bernard Mangny,	E Planchard
P F Smith,	Madame Lefebvre
S W Oakey,	C N Delery
D C Ker,	F P Dasonge
H B Cenas,	Alfred Hennen,
E A Canon,	James Rees
Gustave Le Gardeur,	John J Ker
W E Kennedy,	John Wilcox
P J Tricou	Jos H Caldwell
Paul Bergus	Jose Prats
Gaston Brusle	Francisco Ruiz del Hoyo
Louis Barbarin	J B Lamothe
B A Lafebvre,	Harvey Norton
G Montamat	James Ross
John Mullins	Charles Diamond,
M McDougall	J Wale
J Berry	Francis Bell
E Johns	Benjamin F West
John Duncan	S B Black
John McHenry	F Summers
Salvador Prats	Ernestus Wells
J Lamothe,	Wm Barkley
Jonathan Davis	G W Bennett
Francisco Tio	J W Collins
Gilbert Morris	J G Hyde
J J Hall	Charles Meeks
J V Wale	E Duncan
Michael Kerrney	J M McFarlane
Martin H Devereux	Roy Tabb esley
J B Labatut	C Ryan
C G De Armas	Charles Armstrong
Horatio Andry	Daniel Murphy
M S Cucullu	Nicholas Hoey
W Bogart	J B Mullen
J M Kennedy	E Simson
H Pedesclaux	James Ross
W F C Duplessis	G G Steaver
J J Mercier	Manuel White
Louis Allard	H Looket.

☞ The democratic citizens of New Orleans and its vicinity, will bear in mind that this evening is set apart for their first meeting, preparatory to their entering upon the contest which is to decide the pretensions of the presidential candidates. The importance of presenting a formidable array is too obvious for us to insist upon it. And from the activity and zeal which has characterized the democracy,—from the time when they routed the enemy under the gallant old soldier on the plains of Chalmette, up to the period when they contributed to raise him to the chief magistracy—we indulge the belief they will be devoted as ever.

The claims of the several candidates have been fully canvassed; with only one of the opponents of Martin Van Buren, have we ever had an identity of feeling and principles—we allude to Hugh L White, who has so shamefully apostatized from his former profession, and ranged himself under the banner of the opposition with the view of destroying measures which he once so proudly and nobly sustained. We feel regret that in an evil hour his suffered ambition or resentment to swerve him from the path of duty; but at the same time we acknowledge the necessity of visiting him with such a defeat as will be a lesson to intriguing politicians. In Wm H Harrison we discover, apart from his political opinions, none of the high and commanding talents which are so indispensable to a faithful and proper discharge of the duties of the station he aspires to.—We shall not reiterate any of those improper personalities which have been applied to him, because we deem them, even if well grounded, disgraceful to the journals which circulate them, and insulting to their readers. Our opposition to him takes a more legitimate stand. It is based upon a thorough conviction that his mental capacities are of a very inferior order, and that his sentiments views hostile to the southern states; and which, if once sanctioned by a President of the U States, would inevitably result in a dissolution of our glorious union. As for Daniel Webster, altho by far the most deserving of the opposition candidates—a man of intrinsic merits—he is entirely out of the question beyond Massachusetts, where we are sorry to see him playing second fiddle to such an empiric as Harrison.

The only candidate whom the southern states can support, with a proper regard to their own interests and domestic policy, is Martin Van Buren; in him they find an unyielding opponent of abolitionists and fanatics; and at the head of the government, he never would cease interposing his official influence and power to arrest those desperate wretches in their mad career. This in itself is so palpable, that we do not we would be insulting the good sense of the south, were we to imagine for a moment that they could be guilty of such a piece of folly—madness as to deny him their suffrages.

Mr. Van Buren, besides, ranks in the highest scale both in this country and Europe, as a statesman and diplomatist. His intimate acquaintance with public business, his bland and agreeable manners, which disarms malevolence, has given him a reputation and popularity which few public men ever attain. It is true, that his political enemies, for we believe he has not a personal one in the world, if we except Mr Calhoun, have attempted to stigmatize him. They have reproached him with being an intriguer, a magician, and with having such stoical forbearance as not to be excited by personal censure and abuse. This is the extent of their charges; and the public have pronounced upon their folly and ridiculousness.

We need not allude to Col Johnson: his qualifications are too generally known to require our feeble pen to commend them. Compare him with either of his competitors, and how manifest is his superiority. Surely Louisiana cannot hesitate a single moment in her preference of him, over the Abolitionist Granger or the Nullifying Tyler.

The place of meeting is at Davis', and the hour is 7 o'clock. *Let there be a general turn out, and full attendance.*

We should have supposed that the editor of the *True American*, by an *esprit du corps*, would seek to elevate his profession to its proper standard rather than to debase it, and make it appear contemptible.—We have been mistaken. In his paper of yesterday morning, he speaks of "partisan printers," alluding to the editors of newspapers in this city, which support the democratic cause. Does he not know, from his own personal experience, that editors make greater sacrifices, and are the worst rewarded in sustaining the opinions they declare, than any class in the community. We have always given him due credit, altho our views and his are the perfect antipodes of each other, for his independence. We have seen with regret, that his consistent exertions in behalf of the party which he has so disinterestedly, as we believe, espoused, were not properly appreciated and rewarded; and altho, him and us have had several severe contests, even unto the death we may say, still we admired him for being always true to his professions, careless about personal interests. We naturally expected from him a like feeling, but we are mortified to find that he has indulged in remarks which are degrading to himself as well as to us. Were we actuated by feelings of resentment, how easily would it be for us to retort upon him: to call him a "partizan printer," and apply epithets which would wound his *amour propre*, and injure the honorable station we should both occupy in the community, as directing public opinion. But such is not our intention; it is to vindicate ourself from the aspersions he casts, as far as we are concerned. We are no "partizan printer." Our opinions are as free as his possibly can be, and are as much so as the most disinterested individual in the community. We have nothing to expect, and if we had, our expectations, like his, never would be realized. Were we like him, to be an applicant for an office from our party, we should be treated just as he has been. It is the misfortune of editors that they build up other men's fortunes, and prostrate their own.—They might at least look to each other for sympathy; that their exertions, altho misinterpreted by their political opponents, and disregarded by their friends, when [illegible] lessened by each other, altho in the order of honest zeal, they might come into collision.

Perhaps to this subject, as connected with the character of the press, we extract the following judicious remarks of the London *Morning Herald*, which we commend to the attention of our contemporary, hoping that they may have a proper influence upon him; and that for the future he will respect his confreres as he wishes to be respected, at least those whom he knows to be gentlemen and no hirelings.

"Surely we are all employed in debating principles, not in attacking persons. The great political questions which occupy the public mind, are not to be advanced by casting injurious epithets on those who differ in opinion from us. Why is that the French newspaper press ranks nominally higher than the English? simply from the absence of that personality which so much disfigures ours. In Paris it is an honor to be a public writer; men in the highest classes are ambitious to be thought so. Go to the Tuilleries, the Academie, or the Opera, you are pointed out the various editors as men of rehearsal notoriety. In London few of the writers are known, and there is perhaps but one conductor of an established journal who is a member of a club—There is a shrinking from public notoriety—often arising from the noblest motives; but the consequence of it is, that persons of vulgar mind take advantage of the same incognito to scatter foul words on those who expose their errors either of style or intelligence.—There is not a capital in Europe where the leading political writer are not sought after, except in London. Why should men so highly gifted as some of our colaborers are wish to shun the light?"

☞ We are gratified to note that the Council of the first Municipality have allowed two thousand dollars per annum to the Legion. This is a meritorious act, and well deserved by a military corps of which our city has so much cause to be proud.

☞ In our columns will be found the conclusion of the debates in the Mexican congress, upon the opening of the ports of that republic to the commerce of Spain.

To the Editor of the Bee.

Respected Sir:

As a mere casual observer at Pascagoula, and of the various articles which have appeared in the Rambler and your invaluable journal, originating from causes connected with the previous named watering place, I feel bound to recommend to the pain Cecils, the republish, in the sandy, of the last published *English Gentleman*, and in behalf of many of your subscribers and readers, to ask an explanation, of SEE communication published in your paper of the 16th inst.

Yours truly, GEORGE.

To the editor of the Bee.

To a person accustomed to witness the balky article for fuel used by the numerous steamboats on the Mississippi, and who know that each boat descending or ascending the river is compelled to stop at least once daily, for a supply at the landing places; and nothing the large quantity of wood consumed on board of one of the large class boats on a voyage from this city to Louisville—such a person would naturally consider that any steam ship constructed for a voyage between this city and a port in France or England, must be loaded with fuel for the supply of her engines: that the larger her tonnage, the greater must be the power of her engines and the larger the boilers, consequently the greater must be the quantity of fuel requisite for the voyage; and in any case, that no room would be left for the accommodation of passengers and their baggage, and much less for means to transport freight.

Such we grant may be the first impression of all, and to those who are contented with first impressions, or who shrink from thought or from any arduous or enterprising undertaking; with those persons such impressions frequently are conclusive arguments, and nothing but the actual success it experiment will ever convince them, that more can be done in improvements than their minds could possibly comprehend by figures of speech: such persons we are willing to let alone undisturbed in their conclusions, but unfortunately that class of persons are generally those most clamorously opposed to any experiments, and who cling the footsteps of the enterprising; and to combat their opinions and magnified fears is often greater inconvenience than surmounting real difficulties.

To the truly enterprising we need only remind, that there exists near the navigable water courses of the valley of the Mississippi immense quantities of the finest bituminous coal, that must eventuate in promoting the wealth, comfort and enjoyment of the inhabitants of the Mississippi valley and become of far greater importance and value to them than the gold mines in Mexico are to the Mexicans. The coal mines already discovered and opened in Pennsylvania, Kentucky, Indiana, Illinois, Missouri, and in Tennessee are near navigable waters and either one of the mines in either state (except perhaps Tennessee) are sufficient to supply with fuel all the steamboats on the river, every manufactory, sugar mill, saw mill and every domestic fireside throughout the valley of the Mississippi during several generations to come. This circumstance to the enterprising is a source of great satisfaction, and many of those are aware that wood for fuel will in a few years become too great a tax on the owners of steamboats on the river, and that the boilers of steamboats after a short period hence will be fitted for the use of coal.

At even the present retail price of the up river coal, one dollar per barrel, it is found cheaper by many families to consume for fuel in dwellings, than wood at only five dollars per cord; the great advantage that will result therefore to the country can scarcely be imagined, when the present as well as future coal mines are put into operation, by affording wealth to the owner, and good wages to the workmen by delivering coal on the levee at only the small sum of 45 cents per barrel, which is one half the price that bituminous coal sells for, in any other seaport in the union.

We wish that some of our friends would transmit to us the prices and terms at which coal could probably now be contracted for, to be delivered on our levee in large quantities, we only know from information through a friend that coal has been delivered in this city at the price of 45 cents per barrel, and yet pay all expenses on the transportation, and afford a remuneration to the contractor, provided a regular demand be continued through the year.

It is only west of the Alleghany mountains that large districts of the bituminous coal is found in the United States, because we have heard of none other than the anthracite coal that has yet been discovered east of those mountains; yet the people east of the Alleghanies take the most of that great blessing with their teach and have experimented on it until they have succeeded in adopting even the anthracite coal to all purposes which that can be not effect with our inexhaustible supply of the finest kind of bituminous coal! Besides having steam ships on the ocean, can we not have in Kentucky, Indiana, neighborhood, cotton spinning mills, woolen mills, white lead mills, steam boats and various other manufactories that no part of the United States is better adapted for than this city is, especially as it is distinctly said that steam power applied to factories is cheaper and more economical than even her superior water power that exists at Lowell in Massachusetts.

We find ourselves branching off into other subjects, we need only assure the timid and unbelieving persons that they can spare themselves the trouble of making their opposition to steam vessels to Europe until after the next session of the Legislature, and by that time it is hoped, they may become less hostile to the undertaking, in learning of the successful voyages which we hope will by that time be made, by the large steam vessels now building by a Company in England and another now building by Capt Cobb in the United States, intended for passenger steam vessels between the largest seaport in Ireland and New York.

When a vessel is at sea, she has the full influence of any wind that blows, and sometimes has the wind, to use a nautical expression, 'abaft the beam' and sometimes 'before the beam'; the average winds therefore is of course abaft the beam; and whenever that happens, the sails are put into requisition; and if the breeze is sufficient for ten knots an hour the engine may rest, the fires put out and the fuel saved;—the engines would only be required to lay a straight course against an adverse wind, which in one day on her course may take the ship through the current of wind, then prevailing to another current of wind more genial, or take the vessel from a calm that has a circumference around perhaps of only 100 miles; in both of which instances a vessel without steam might lie detained a month by a calm, or the same space of time remain within that circumference contending against an adverse wind, when either of these winds of only 100 to 200 miles extent, but by the assistance of steam the impediments are passed in a day; and the sails then spread to the breeze and, the fuel saved.

General Congress of Mexico.

Conclusion of the remarks of Mr Michelena.

SR. MICHELENA.—I say we will occasion an evil to the nation; and be guilty of a most atrocious injustice, if as I understand, the prosperity and respectability of the nation consists in observing the principles of right: for we see that when a people infringe upon those principles which should regulate the conduct of one nation towards another, they are not respected as much as if they were to act according to the dictates of justice. Whereas, were they to conduct themselves in this latter manner, sooner or later the most incalculable advantages would result. Mexico, by declaring herself independent, declared war against Spain; but at the same time she said, "I acknowledge that part of the national debt which corresponds with the possession of this territory. The principles of justice induce us to acknowledge that it is due; and it shall be paid. What is the result of all this? Mexico may boast of her honor—honor which she transmits to all future generations! and why? Because at the moment we acted thus nobly, our rage was at its height! We knew even then to be just. I shall conclude by saying that nations in making themselves respected, are rewarded by the position they occupy. It is not possible, moreover, for one people to injure another, unless it be by way of retaliation, to avenge themselves of a wrong; or to repair an injury which has been inflicted upon them. The Mexican nation has no cause of aggression against Spain. Accordingly necessity and justice make it a duty on our part to obtain from all which may give offence to that kingdom. And no one can deny that it is wrong to continue war against her; for altho' it be said we are not waging hostilities still we are, not as she understands it, but as we may! In the same way that we prevent Spanish commerce, we might, if we possessed a strong fleet, wage an actual war. We have done all that we could against that nation; and tho, in certain cases, we have had some regard for her commercial operations, we have occasioned in general prejudice to her commerce. I repeat it, we have no right to act thus; and in doing so, we commit a notorious injustice—we sacrifice the interests of the Mexican people, inasmuch as it is unnecessary that Mexico should use such means; it is unnecessary she should be plunged into a state of agitation, when no sufficient cause exists therefor.—He is creating an evil without any reasonable motive. Consequently, we should without hesitation adopt the decree, in order that hostilities may cease of right.—For, altho the contrary may be urged, these are hostilities, and they are the more seriously felt, because they occasion considerable losses to private citizens; and are more particularly those hostilities which should be brought to a termination. The decree, such [illegible] in well [illegible] the extravagant idea of advancing, that this decree, when published should keep up the hostilities with Spain, the remarks of the gentleman who has preceded me, would be well grounded, but I did not indulge in any language which could convey this expression, I think that hostilities would cease, but I am not of the opinion, that we should say so in the decree. Compare its wording with that of the cabinet of Madrid, and you will find in the latter that not the slightest allusion is made to hostilities or war. Why so? Is it necessary in re to wage the war of friendship towards an ancient friend, to say, "Hostilities shall cease." It is not sufficient to open your arms and says "let us embrace each other." I really think that the wording of the decree would be better as I have indicate it.

But the gentleman who has preceded me, says "that by the term hostility, we are not alone to understand positive damages, but the interruption of communication with the enemy." No sir, this simple circumstance is not an hostility; it is only the preparatory step towards hostility. Accordingly, if it be the intention of the commission to say, that the state of war shall cease, I should favor this wording because it is not the same thing to say "that hostilities shall cease" when they do not exist, or to render the idea thus, the state of war with Spain shall cease" I repeat, that Mexico should act generously under these