LATEST DATES.

New-York	nov 29	Charleston	nov 26
Philadelphia	nov 29	Washington	nov 29
Baltimore	nov 29	Norfolk	nov 28
Paris	oct 31	Mobile	oct 24
Havana	oct 24	Pensacola	oct 16
Vera Cruz	sept 31	Tampico	oct 12

COMMERCIAL.

SALES OF COTTON YESTERDAY.

1321 bales Mississippi		7¾
225 do do		16½
200 do do		14 9/16
200 do do		11¼
200 do do		17
50 do do		16½
50 do do		16½
50 do do		14½
200 do do do Louisiana		15½
50 do do Louisiana		14½
250 do W District		14½
25 do do Arkansas		14½
4476		

STATEMENT OF COTTON.

	BALES
Stock on hand and on Shipboard dec 4	118,603
Receipts yesterday	3,259
	121,862
Cleared yesterday	5,969
Stock on hand and on shipboard not cleared	115,893

BY THE EXPRESS MAIL.

SALES OF STOCKS.

NEW YORK Nov 29.

50 shares U States Bank s 15 days		116½
50 do do		116½
50 do do		116½
100 do s 30 days		116
50 do cash		116
50 do N O Canal Company		92
75 do s 30 days		93
100 do N O Gas Co, s 4 m		97
100 do Kentucky Bank cash		105

PHILADELPHIA, Nov 26.

3 shares U S Bank		117½
158 do do		117
1 do N Bank Kentucky		80

PHILADELPHIA, Nov 28.

100 shares U S Bank, 30 days		115½
75 do do		116

CHARLESTON, Nov 22.

The market for Uplands remain in a very inanimated and depressed state. The transactions since our last weekly report have been few prime store lots will not command over 17½ a 17¾ cents and but few planters, choice 18 cts. In Long Cottons nothing has been doing.

RICE—There has been some enquiry for the french market and sales of prime parcels have been effected at 3½ a 3¾, inferior qualities we understand were obtained on better terms than the last week.

BOSTON Nov 24.

ASHES—The market continues heavy for this article and the stock is accumulating. The sales during the past week are small. Pots have sold at 7 a 7½c, and a few certificates Pearls 7½ a 8½c lb which is a decline. Holders that are not anxious to sell, hold considerably above those prices.

COFFEE—We have no new feature to notice in the market for this article all kinds are exceedingly heavy and prices depressed. The sales the past week are confined to a few hundred bags of different kinds for the home trade, at quoted prices.

COTTON—A slight decline has been submitted to since our last, and manufacturers have come forward and bought more freely. The sales consist of about 800 bales within our range of quotations, which are reduced. Advices from London, Oct 28, state a very moderate demand during the month, and prices to day have given away fully ½d lb, as holders evinced more anxiety to effect sales. Into Great Britain the imports have been 73,330 bales more than last year—the stock however on the 1st instant, was nearly the same, with the prospect of a larger crop than last year in the United States, and a great increase, both from the East Indies and Egypt: prices of this staple must be expected to run low the coming season, and early operations could only be recommended at a lower figure.

FLOUR—The arrivals of Genesee during the past week have been quite large, which has caused prices to decline, and the market closes unsettled The principal sales for the past two or three days have been 10,37 a 10,50 from store, and 10,25 from vessels for common brands, and some forced sales, which are no criterion for the market, at considerable less; fancy brands stand at 10,50 a 10,75 Sales of Howard street 10,37½ cash, some retail sales something higher The stock of all kinds of Southern Flour is light, and no accurate quotation can be given.

MOLASSES—Distilling qualities remain the same with further sales of a few hundred hhds Havana and Matanzas 36c, equal to 6 ms credit. The stock of refining is small and more sought for, but without producing any material change in prices. Sales of 50 hhds Porto Rico 33½c, 5 ms; 50 do Nuevitas 33½c, 4 ms.—Sale of 31 hhds St Croix by auction, 44 cents and gal, 4 ms.

PROVISIONS—Pork has sold at a reduction on former rates; sales of 150 a 200 bbls clear and extra clear Pork within our quotations, which we reduce to conform to sales; Beef continues the same, sales mess 13½ a 14, and No 1, 11,50 per bbl; our quotations for Lard and Hams are obtained, as small sales are made.

PLASTER—Sales from vessels and wharf 3 a 3,50 per ton.

RICE—About 250 tierces have sold part for shipping and part to the trade, 4½ a 4¾ cents per lb, 6 months.

SALT—A cargo of 900 hhds Turks Island sold within our current rates; last sales Liverpool bag, about 2: two or three cargoes of coarse remain afloat unsold.

SALTPETRE—Further shipments have been made to France, and sales of about 1300 or 1400 bags, 5½ a 5¾c per lb 6 and 8 ms

SUGAR—Notwithstanding the great decline which has recently taken place in this article, there still appears to be no disposition on the part of purchasers to buy, and the market remains much the same as noticed in previous reviews—heavy and prices depressed, with but few sales, except by Auction, the private sales are trivial. Public sales 75 hhds Porto Rico 7½ a 8½ and 100 bbls ordinary to fair 6½ a 8½c per lb 4 ms, 100 boxes Havana brown 8½ a 9c 4 mos.

TOBACCO—There is but little doing in this article; some parcels have sold since our last, within our current rates.

BRIGHTON, Nov 21.

At Market, 1600 Beef Cattle, 390 Stores, 3720 Sheep and 270 Swine.

PRICES—Beef Cattle—In consequence of the unfavorable state of the weather sales were made at very unequal prices. We quote a few extra at 6,25 a 6,75; first quality at 5,50 a 6 25; second quality at 4,75 a 5,50 third at 3,25 a 4,50.

Barrelling cattle is dull at present prices, viz: Mess 5, No 1, 4 a 4,25; No 2, 3,50 a 3,58; No 3, 2,50

STORES—Yearlings at 5 a 6; two year old 9 a 15; three year old 15 a 22.

SHEEP—Market glutted. Sales of lots at 1,75, 2, 2,17, 2,25, 2,50 and 2,75.

SWINE—Two small lots sold to peddle at 7 and 8; a very few, were peddled at 8 for Sow and 9 for Barrows.

MAYORALTY OF NEW ORLEANS.

Council of the First Municipality.

Sitting of Monday, Nov. 11th, 1836.

An ordinance for the better organization of the Police in the Municipality No 1, of the city of New Orleans.

The council ordain as follows:

Art. 1st. Every individual being proprietor and resident within the limits of the municipality No 1, who shall have a complaint to make against the behaviour of any officer, commissary of police, overseer, guard, or any other person employed now in the service and under wages of the 1st municipality, or who may hereafter accept an employment of said Municipality, for any refusal or negligence to execute the duties imposed upon him by the present Ordinances, or by those which may hereafter be passed, shall apply to the Recorder of the 1st municipality and expose the motives of his grievance, as also the refusal or neglect of said officer, commissary of police, overseer, guard, or of any other person employed in the service of the 1st Municipality, to comply strictly with his duties.

Art. 2nd. The Recorder is hereby required to take immediate cognizance of the nature of the complaint brought before him, as aforesaid, and cause to appear before his tribunal any officer, commissary of police, overseer, guard or in any other person in the employ of the 1st municipality, against whom any complaint shall be made for any refusal or neglect to comply with the duties imposed upon him. In case the complaint be founded, the Recorder is hereby authorised to condemn said officer, commissary of police, &c. to a fine not less than five dollars and not exceeding one hundred dollars.

Art. 3rd. The Recorder is hereby authorised to forward immediately to the treasurer of this municipality one copy of the judgment, specifying the amount in which the officer &c. has been fined, and the treasurer shall be bound to deduct from the salary of the person so condemned, the amount of said fine.

Art. 4th. The Recorder is hereby requested to make known to the council the names of the officers by him condemned.

(Signed) PAUL BERTUS, Recorder.

Approved, November 14, 1836.

(Signed) D. PRIEUR, Mayor.

A True Copy.

dec 6 THEARD Jr., Secretary.

Harrod & Quarles. vs. Ship Gloucester.

In the United States district court.

Eastern district of Louisiana.

BY virtue of a writ of vendition exponas, to me directed in the above mentioned suit, will be sold at the Merchant Exchange in Royal and Exchange streets, between Custom house and Canal streets. On Monday the 19th instant, at half past 12 o'clock P M.

The ship Gloucester of Boston, Hughes per register, 338 55-95 tons and built at Gloucester, state of Massachusetts in the year 1832, together with her tackle appaeirel and furniture.

The ship is lying on the other side of the river opposite the city, and her inventory may be seen at my office.

J HOLLAND

dec 2 Marshal

CHARLES H. GRANT & CO.

No. 40 Chartres-street.

Keep constantly on hand, a Large Assortment of ELEGANT & USEFUL FURNITURE; Mahogany, Maple, Fancy & Common Chairs

LOOKING GLASSES.

HAIR, MOSS, & HUSK MATTRESSES, &c. &c

BUTTER, CHEESE AND FLY MARKET BEEF—Receiving per ship Marseille from New York, for sale by PEEKS & HALL.

dec 6 No 8 Front st.

DUTCH CHEESE—100 boxes each 24 (Tete de Mauve) landing ex brig Everett from Amsterdam, for sale by HUGO C GILDEMEESTER.

dec 6 45 Bienville st

THE BEE.

PUBLISHED BY J. BAYON.

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

NEW-ORLEANS:

TUESDAY MORNING, DEC. 6, 1836.

☞ The General Committee of the democratic party request their republican fellow citizens to meet to-morrow, Tuesday, the 6th inst, at Davis' Ball Room Orleans street at 7 o'clock, P.M. A general attendance is desired.

By order.

B Z CANONGE, Chairman.

W F C DUPLESSIS, H BCHRAS, JNO MAHONY, WM HOSKINS, EUGENE FEDERCLAUX, } Secretaries.

☞ No announcement of a death or marriage, can appear in this paper, without being endorsed by some responsible person.

Draining Company.

Yesterday, about one o'clock, an experiment was made with the new hydraulic machine, constructed from the plans and under the direction of Mr Commanai, engineer of the draining company, in presence of a numerous assemblage of public officers and other persons, anxious to witness the success of an enterprise so important to this city.

This machine consists of a wheel of cast iron, furnished with wide wooden paddles, working in a floating bridge, 5 feet wide by 15 in length, which receives the water from the draining canals, and raises it to a height varying from two to seven feet, according to the height of the Bayou St John, and throws it into a reservoir connected with the canal of the navigation company.

The wheel, worked by a steam engine of three horse power, and performing in a very regular manner, moves with a rapidity proportioned to the mass of water which it raises, and is so adjusted that it is little retarded, so much does the inclination given to the paddles, favor the throwing out of the water. The great quantity of water thus thrown out, amounting to about one million of gallons per hour, raised the most pleasing astonishment in the minds of the spectators. The machine has completely accomplished the object of the engineer. The visible falling of the draining canal, during the time the experiment lasted, left no doubt as to the result, should it be worked with activity. It is a real victory of art over nature, in a soil which seemed to leave no alternative but desolation to a part of the city which hereafter will proceed with a rapidity in the career of improvement. It is from the experiment of yesterday, that the draining company may date the period of its success.

THE LATE ELECTION.

The presidential election has terminated in a triumphant manner for the democracy of the country, and all the deep laid schemes of the opposition, by which they partly fondly imagined they would be able to deceive the people of the United States, have vanished into thin air. No portion of the Union has stronger ground for congratulation on this event, than the city of New Orleans, and particularly the first and third municipalities. For, setting aside the dangerous manner in which the slave question would have been agitated, had General Harrison and Mr Granger been chosen, there are other questions which would have immediately come home to the people of New Orleans with the same force as the subject we have alluded to. Had the whig candidates been elected, the Bank of the United States would infallibly have been re-chartered, with augmented powers and privileges, and a branch would have been established in this city This is not conjecture nor fancy. It is a reality which would inevitably have been witnessed had the supposed case occurred. Is it necessary to go further? Is it necessary more strongly to impress upon the minds of our fellow citizens the magnitude of the danger they have escaped, by the success of the Van Buren ticket, than merely to state that a branch of the U. States Bank would have been located among us, had the presidential election resulted differently? That branch would have been planted in the upper suburb, and it would have been entirely under the control of individuals who are solely interested in that portion of the city. We know from experience that few members of the old population would be admitted to the honor of sitting at the board of the great bank. It was the practice, so long as the branch flourished here, almost entirely to exclude the natives of the state from having any control in its operations. It would not observe a different line of conduct under a re-charter. It would be entirely an upper faubourg concern. It would be managed solely by those who are in that interest—and hence, perhaps, the zeal with which the opposition ticket was supported in that quarter of the city, by those keen-sighted men, who never sleep when their own interests are at stake.—

They were aware of the truth of what we stated at the beginning of this article, that in case Mr Van Buren was defeated, the United States Bank would be rechartered, and a branch would be planted in the upper faubourg. And what would have been the consequence of such recharter? The branch, as in former times, by its unbounded circulation of notes and its vast capital, would have subjected each and every local bank to its sway; it would have controlled and regulated their operations of every kind, their discounts, loans and exchanges—all these it would, if it chose, monopolize to itself. What then? Being under the management of individuals whose views we have described, the aid which our local institutions might be disposed to give to improvements in the lower part of the city, would have been arrested and cut off.—What would have become of the splendid Exchange in St Louis street, of the projected edifice for theatrical representations, the canals and rail roads in the third municipality, even the loans set on foot by the lower councils, for the advancement of public improvements? The banks would be hampered in their efforts to afford accommodations for common commercial business—the ability to assist the owners of lots in the construction of buildings, would be taken away. Such would have been the melancholy fate of the lower part of the city, had Harrison or White been elected President. We ought to be thankful to providence who has directed otherwise.

Under the democratic administration, every portion of the community and every individual will be placed on equal footing. There will be no monopoly of bank favors, or of any thing else. There will be no overgrown monied power to lord it over our own institutions, established by the legislature for the exclusive benefit of their constituents—that power all the time irresponsible to our laws, and directed by individuals twelve hundred miles off, strangers to Louisiana, and without sympathy in her feelings, her wants or her welfare. It is well known that the opposition party have resisted the exertions of General Jackson's cabinet, to give to the currency of the country somewhat more of a metallic basis than has yet appreciated to it; they have vilified and ridiculed the attempt to equalize the relative value of gold and silver, the consequence of which will be the introduction of gold into the current circulation. Had they been successful, the building of the mint would have been stopped—it would have been left in its present unfinished state, an ungainly sight to the passer-by, and would have been permitted to crumble into ruins, to mock the liberality of the citizens of New Orleans, by whom the ground-plat was presented to the general government as a free gift. Under the administration of Mr Van Buren, the edifice will be completed with as much speed as the nature of things will allow; and when finished and its operations in a fair train, the benefits which this city will derive from it, will be felt by every ramification of society. The specie coined or to be coined, will from necessity be lodged in the banks at least for a time, and thus the scarcity of that indispensable ingredient in commercial operations, will scarcely ever be felt. Bullion will be brought from Mexico and all other states in which it may abound, to be transmuted into American coin, a great portion of which will be left home in payment of our produce, or its amount remitted abroad by bills of exchange.

Whatever view we take of the late presidential election, whether in relation to the abolition question, or the recharter of the bank, the people of New Orleans have the strongest reasons to congratulate themselves on the success of the democratic ticket.

MISSOURI.—The official returns of the election for Electors of President and Vice President, are published in the St Louis Republican of the 26th ult, and is as follows—

Van Buren 10,900—Union ticket, 7,700—Van Buren majority 3,200.

By the same paper, we observe that the legislature of that state is in session. Mr Jameson has been re-elected speaker without opposition; and M Birch clerk of the house. The election for a senator to congress, in the place of Dr Linn, whose term has expired, had been fixed for the 25th ult. Little doubt was entertained that the Doctor would be re-elected. The sitting Governor's message and his inaugural address, upon assuming the gubernatorial chair, are published in the Missouri papers. From the former document, the following abstract has been prepared.

The message gives a clear and concise view of the fiscal concerns of the state. It is believed that the state debt will be certainly liquidated in the next two years, provided that no extraordinary expense be incurred during that time. A more equal valuation of taxable property is recommended.

The Governor deems the feasibility of relying exclusively on a metallic currency. The system is so deeply impressed with the necessity of exchanging the basis of specie circulation, and so doubtful the result of the plan, he requires whether it will not be better promoted by the establishment of a state bank, rather by depending on the issues of foreign corporations, now admitted into our laws, not subject to any regulations and restrictions which the legislature might impose." After recapitulating several reasons that should induce the legislature to create a bank, the Governor proceeds "Prudence, therefore, recommends the establishment of a state bank, with a capital to the extent allowed by the constitution, and that the net profit which may accrue to the state, should be applied to the payment of the current expenses of its government, rather to relieve the people from taxation.—To enable the state to procure the necessary capital, let script be issued, redeemable at her option, at any time after twenty, and not exceeding fifty years, and bearing an interest not above five per cent, which script can be taken by the bank and disposed of for the benefit of the state, at such times and in such portions as the exigencies of the bank may require. In addition to this, the portion of the surplus revenue of the general government which, by an act passed at the last session of Congress, is now subject to the disposal of this state, together with the seminary and Saline funds, might be advantageously invested in the same way. The restrictions which it would be necessary to insert in its charter, in order to render the institution safe, and at the same time make it an agent in promoting the prosperity of our of our citizens and increasing the facilities of our commerce, will readily suggest themselves to the wisdom of the legislature." It is recommended, that no notes of a less denomination than ten dollars, shall be issued.

The Governor recommends that the "principal office of discount and deposite should be located at St Louis, with capital sufficient to answer the demands of that portion of the community, and agencies established at such other points as the public convenience may require, in order that the necessary banking facilities may be afforded to the different portions of the state, carefully limiting that number within reasonable bounds.

The following paragraph shews explicitly, that the Governor is determined to endeavor to remove all banking institutions, which are not amenable to the laws of the state, from its limits.

"I feel it my duty to call your attention to the subject of the establishment of banking agencies within our limits by banks of incorporated and acting under the authority of two of our sister states. The establishment within our limits of such agencies for banking purposes, by banks deriving all their power and authority from other states, is unwarranted by any statute or constitutional law of this state or of the United States, and in defiance of the wishes of the great body of the people.

I would therefore recommend, in addition to the entire prohibition of the circulation of their notes within our limits, such penal enactments as will, in the most summary manner, rid us of the evil; they should not be permitted within our borders, to perform any of the functions of banking institutions, neither of loaning money nor dealing in bills of exchange; such remedies as will be most likely to produce the desired effect, it will be your part to provide. As to the powers of the legislature to provide the necessary remedies, I presume there is no doubt."

The policy and utility of internal improvement, says the governor, by the states, remains no longer a matter of speculation. A large number of rail road routes are recommended, traversing the state at different points. The message urges the legislature to bestow its fostering care upon these improvements. In descanting upon the importance of cementing the distant parts of the state, by means of rail roads, he speaks of the city of St Louis, as "the great commercial emporium of our state, whose rapid growth in improvements population, wealth and commerce, bids fair, at no distant period, not only to outstrip any of the cities on our western waters, but to rival those of our Atlantic border."

ILLINOIS.—The official returns of 42 counties of this state, shew the following result: Harrison, 10,964—Van Buren, 12,332. Majority for Van Buren, 1338.—Five counties yet to be heard from.

Later from St Jago de Cuba.

Capt. CHAPPEE, of the ship Emperor, from St. Jago de Cuba, informs us that when he left that place, the public tranquility remained perfectly undisturbed; and that there were no indications of any popular excitement produced by the state of affairs in the parent country The report that Tacon had sent two vessels to St. Jago for the purpose of guarding against the consequences of the alledged revolutionary movements of the governor, was without foundation; no vessels with warlike intentions had arrived during the stay of Capt. Chaffee.

American trade to Havana.

Our readers can judge of the importance of the American commerce to Havana, and of its superiority to that of all other nations, even Spain herself, from the number of vessels in that port.

On the 21st November, of 75 vessels loading and unloading in the port of Havana, comprising 10 ships, 51 brigs and 14 schooners, the Americans had 6 ships, 21 brigs and 9 schooners—total 36. Spanish 1 ship, 23 brigs and 1 schooner—total 25 English 1 ship and 2 brigs—total 3. French 1 ship and 1 brig—total 2—Sardinia 2 brigs and 1 schooner—total 3. Holland 1 ship and 2 brigs—total 3. Belgian 1 brig. Dano 1 schooner. Portuguese 1 schooner; and a schooner, nation unknown.

GREAT INVENTION.

The Pensylvania Sentinel gives a detailed account of the very great and important invention of Mr. Samuel Rano, of Wilkes county, in that state, which is to guard steam boilers against explosion. That paper declares its confidence that the problem so long and anxiously sought by the scientific, the security of steam boilers against explosions, has now been solved, and that by this invention, boilers are rendered perfectly secure from explosions, or at least from those produced by the usual course of such disastrous events. The invention is a self-acting safety valve, connected with a weight inside of the boiler. It is founded on the principle, well known in mechanical philosophy, that a weight immersed in water, weighs less than when immersed in air, steam, or any other medium lighter than water; and that the loss of weight by the immersion in water, is exactly equal to the weight of the water displaced by the body immersed. So long as the water in a boiler is at the proper height, the weight inside is immersed, and is counterpoised by the weight outside which holds down the valve; but so soon as the water is so far diminished as to fall below the inside weight, it preponderates over the outside weight, by the additional gravity which it acquires on being transferred from water to steam, lifts the valve, keeps it open till the water can be renewed, and enables the whole steam to escape. Those acquainted with steam, and with the usual causes of explosions, will perceive from this description, that such a valve, self-acting on this principle, must render an explosion impossible.

Another advantage possessed by this invention is, that it removes all danger of setting fire to the boat from overheating the boiler. Before the water can be so far diminished as to leave the iron unprotected, the valve must be opened and the boat stopped.—With this valve, the Royal Tar would have been saved; for long before the boiler had become red hot for want of water, the boat would have been stopped, and the engineer compelled to feed his boiler before he could again set his engine in motion.

BY

THE EXPRESS MAIL.

BALTIMORE, Nov. 28—12 M.

ADJOURNMENT OF THE LEGISLATURE

The House of Delegates, after waiting for a week for the organization of the Senate, adjourned on Saturday last, to the day fixed by law for commencing the sessions of the General Assembly. A sufficient number of the senators had not arrived to form a quorum of that body—but, as the recusant electors, whose perverse conduct had occasioned the convocation of the Assembly, had, some of them, returned to their duty, and their infatuated followers were utterly prostrate, overwhelmed and in the dust, in every county of the state, it was thought unnecessary to protract the session. We understand that in the interchange of opinion which took place amongst the members of the House, a disposition to assume the representatives of all parts of the state, upon reasonable measures of reform, was distinctly avowed, and that a fair compromise of conflicting views upon that question, may be calculated upon with great certainty. The jacobites will be left without the slightest pretext for raising a storm.

Money lost—and Found.

A gentleman lost 1400, in Chesnut street, on Saturday morning, and offered 300 reward for its recovery. Shortly after advertising it a man of plain appearance called at our office with the money, stating that he had found it in Chesnut street. It is fortunate for the loser that it fell into the hands of an honest man, whose name we think ought not to be withheld from the public it is Theodore Robertson, cabinet maker, 21, south 6th street.—Gen Herald.

Robbery and Detection.

Mr Brown from Pittsburg on his way to this city, and who was the bearer of a large amount of money for one of the Pittsburgh Banks found on arriving at Cincinnati that a portmanteau, in which the money was placed, had been cut open and a package containing 15,000, taken out. A black boy was suspected but was found not guilty. The companion of Mr. Brown, a man of good retail business in Pittsburg, who had come all the way with him, appeared unwilling to stay with him, and search for the lost money, saying he had a note to pay in Philadelphia, and must cutse immediately on; and Mr Brown being aroused, a person was dispatched after to York, where he arrived before the stage, and when the Gentleman who was in sight here was arrested on its arrival. On being searched 9000 of the money was found in one pocket and 6000 in the other, which was in contact with a brig in the Thames, afterwards got aground at the entrance of the dock, and when taken into the dock, was in a very leaky state.

Schr Polly, of Scituate, supposed a fishing vessel, was taken in with near Ragged Island, Harpswell, Me. 21st inst. and towed into Weaver Cove. She was on her side, full of water, and able upward as if sailing on a wind. She had no cargo, and was pretty much damaged. The crew saved the most valuable in their boat, and the captain had proceeded to Portland.

A ship, apparently cotton loaded, was seen ashore near "Riding Rocks," 16th inst. by the Alabama, at New York from New Orleans. It was thought she would get off without much damage three wreckers were going to her assistance.

The schr ashore at Boston Bank, near Beaver Tail Light, RI, is the Lexington, from Nantucket for New York, with oil and candles. She went on in the gale of Sunday night, and one man was drowned; remainder of crew and cargo saved.

Schr Peru, (of Freeport) Staples, from Philadelphia for Boston, put into Edgartown 19th, distressed, having touched on Nantucket Shoal, and sprung a leak; most discharge and go upon the railway to repair.

Steamboat Majestic left St Louis Nov 27th west Alton at 8 o'clk, 28th Vandalia, St Genevive, 29th Bonneile at mile point, 30th Gen Wayne at Randolph, Dec 2 Gen Brown at Vicksburg, 3d Prairie at Natchez. The navigation above St Louis obstructed by ice.

Steamboat Tone towed down ship St Louis, Storer, Natchez, bound to Liverpool, with full cargo cotton; and ship Selim, Watts, Natchez, bound to New York with full cargo cotton.

MARINE NEWS.

PORT OF NEW ORLEANS.

CLEARED.

Brig Herald, Hall, Havre, T Nicholls & co.
Brig Ann Welch, Havre, Duff & Abbott.
Ship Corinthian, Simpson, Liverpool, L H Gale.
Barque Louisiana, Theze, Havre, P Delacouset & co.
Brig Pleiades, Lowell, Havre, L H Gale.
Sch Gazelle, Edwards, Mobile, L Millandon & co.
Sch Pennsylvania, Jacquet, Pensacola, W Byrne.
Sch Robert Henry, Bartlett, Pensacola, T W Zacharie
Sch Corine, Monroe, Mobile, Spelde & Turner.
Sch Joannes, Burr, Mobile, Brown & Sheffield.

ARRIVED.

Tow boat Porpoise, Martin, from the passes, towed to sea ship Marengo and to the anchorage ship Star; left the pass on the 2d at 6 P M, reports 14 square rigged vessels off the bar, a three masted schooner in the river; brought up ship Ann Louise, ship Emperor and brig Isaac Franklin.

Tow boat Fire Boy, Davis, from the passes, towed to sea brig Caroline and sch Dundom; brought up ship Georgia, barque David Cannon and brig Comet; left the pass on the 4th at 1 P M, nothing new since the Porpoise.

Tow boat Hudson; Howren, from the passes, towed to sea brig Lucy, to the bar sch Vandal; brought up ships Manchester, Elizabeth Bruce, brig Alexander and sch Nimble; assisted the Felicians in towing over the bar ship Olbers and Mars; at anchor inside ship Platana and ship New Orleans—all outward bound vessels to sea except the Octavia and Eole.

Ship Manchester, Patten, 18 days Boston to master.
Ship Elizabeth Bruce, Rogers, 16 days Boston to master.
Ship Georgia, Shackford, Mobile in ballast to L H Gale.
Ship Emperor, Chaffee, St Jago de Cuba, to master.
Ship Ann Louise, Demandes, 40 days Bordeaux, to S Lallande.
Barque David Cannon, Broatfoot, 66 days from Liverpool to W Vance.
Brig Comet, Marcy, 55 days Marseilles, to Quertier & Alcert.
Brig Isaac Franklin, Smith, 17 days Alexandria, to master.
Brig Alexander, Drummond, 18 days New York to master.
Sch Nimble, Bartlett, 17 days Nassau, N P, to J W Zacharie.
Sch Calipso, Pool, Apalachicola, in ballast to master.
At the New Basin steamboat Alice Maria, Hill, for Jackson, Miss.
Steamboat Bunker Hill, Glover, Manchester.
Steamboat Tone, Crane, Manchester.
Steamboat Majestic, Johnson, 6 days St Louis.

EXPORTS.

HAVRE—per ship Herald—1481 bales cotton.
HAVRE—per brig Pleiades—[illegible] bales cotton, [illegible] staves.
HAVRE—per ship Empire—1478 bales cotton
HAVRE—per barque Louisiana—840 bales cotton, [illegible] pipe staves.
LIVERPOOL—per ship Corinthian—698 bales cotton.
NASSAU—per sch Robert Henry—40 bbls flour, 6 hhds tobacco 25 baskets Champagne wine, 30 cases cordials, 20 cases brandy fruits.
MOBILE—per sch Joannes, Gazelle and Corine—sent cargoes.

IMPORTS.

Per ship Emperor—314 bales tobacco.
Per ship Ann Louise—Bordeaux wines, silk, dry goods, &c.
Per brig Isaac Franklin—merchandise and 256 slaves.
Per barque David Cannon—281 sacks salt, 30 tons coal, 15 puncheons whiskey, porter, ale, &c.
Per brig Comet—Wines and dry goods.
Per ship Manchester—assorted merchandise.
Per ship Elizabeth—assorted merchandise.
Per brig Alexander—merchandise and 160 tons cash stones.
Per Sch Nimble—1100 bushels salt, 500 conch shells 3 tons lignum vitae.

RECEIPTS OF PRODUCE.

Per steamboat Bunker Hill—325 bales cotton, Bullitt, Shipp & co; 286 N & J Dick & co; 294 Buckner, Stanton & co; 173 Burke, Watt & co; 110 Herman, Briggs & co; 98 Brander McKenna & co; 55 N & E Ford & co; 51 Lambeth & Thompson; 69 Leigh, Maddox & co; 36 Buchanan & Hagan; 25 Kirkman, Rosser & co; 21 Martin, Pleasants & co; 39 Peyroux, Arcieul & co; 10 Vergers, Chaffin & co.

Per steamboat Majestic—1091 pigs lead, J H Field & co; 100 bbls flour, Damaris & co; 114 bbls porter to Captain; 347 bbls flour, 3 bags hemp, W G Flatland; 79 kegs bar lead, 211 do shot, Levillebeuvre and Walton; 100 bbls flour, R Groning & co; 36 bbls oil, 72 sacks do, &c, Grevet & Paige; 103 bales cotton, N & J Dick; 115 Burke, Watt & co; 35 Tiernan, Cooley & co; 80 Buckner, Staunton & co; and sundries to owners on board.

Per steamboat Tone—303 bales cotton, Brander McKenna & Wright; 315 Buckner, Stanton & co; 225 Herman, Briggs & co; 38 Leigh, Maddox & co; 10 M White & co; 9 Burke, Watt and co; 5 N & E Ford & co; 35 T Barrett & co; 134 N & J Dick & co; 31 Bullitt, Shipp & co; 30 tons castings, Wather & Walton.

Milner's boat, Cincinnati—700 bbls flour to order.

Thomp's boat, Point Gelph—700 sacks cotton seed, to master.

CONSIGNEES.

Per ship Emperor—Gouzi & Lambert; J & L Garnier.
Per ship Ann Louise—J Le Blanc; R A Lefebre; E Simeet; L L'hotlier; J Mager; Talero; Carriere, Daron & co; J H Field & co; Lecouturier; Lafontaine; Predere; Dussard and Captain.
Per ship Manchester—J Berry, J A Morl & co; J Varin; Buckner, Stanton & co; Frost & co; Burke, Watt & co; J Grevet; Desmarest & co.
Per barque David Cannon—W Vance; U Bealigny
Per brig Alexander—L Chittenden; Slater & Avis; J Varian, Betters; Millard; J Colles; Herman, Briggs & co; Bell & Coiler, Gillingham & co.
Per brig Comet—Vidal and Longie; V David; J Mauge; R Dalham; M Pascalet; J Milhaudon, H Bonabel.
Per brig Isaac Franklin—M Maher; J W Zacharie; and to order.

PASSENGERS.

Per ship Emperor—Ducos.
Per ship Ann Louise—Mr and Mrs Terhet, Simon, Armando, Fradeon, Lafontaine, Durand, Traille, and 20 steerage.
Per ship Manchester—Capt Childs, Briggs.
Per ship Elizabeth—Rev D Peabody and lady, Goodale and lady, Philbrick, lady and child, R Frost and lady, Mrs Abigail, Lyman, Miss C A Lyman, Mrs Ladd and child, Mrs Barrimore and child, Mrs Baxter, Miss C R Baxter, Miss Mary Harrod, Miss G Harrod, F Renton, MD, M Dow, G R Fletcher, Col H Mansfield, J A Frost, Z A Whitcomb, J E Young, A Tirrell M Cormerais, C Cole, Capt Hiler, J A Hall, A Rood, S Kimball.
Per brig Alexander—J Gardner, T Davidson, S M Wakeman, T Smith, E Grinnel, J Morrison, A Galt.
Per brig Isaac Franklin—Capt Crosby, W Dhett, R Fisher, T Bastie, J H Hunt, A Taggett, B Dent, Hawkins, Fairfax U S Navy.
Per barque David Cannon—E Nelson, F Cook, J Schloss.
Per brig Comet—N Jaque, P Andre, A Aimé, A Depré.
Per steamboat Tone—Sparks, Fox, Dr Allen and nephew, Swain, Spotts, Benburg, Rowell, Heath, Graham, Montgomery, Parker, Emerson, Moore, Davis, Manor, Reed, Allen, Brown, Carr, Snodgrass, King, Holloway, Taylor, Bolt, Dunn, Moulton, Hardy, Estridge, Gwilm, Ingraham, Mahony, Easton, Baldwind, Cunningham, Viz, Harris, Finnall, Jones, Fame.
Per steamboat Majestic—Nodgray, Cruthwell, Yarrington, Thornton, Tessen, Somerin, Barton, Pester, Fowler, Hall, Gilmer.
Per steamboat Bunker Hill—Murphy, Peck, Anderson, Paulin, Green, Brown, Lee, Durnan, Gravel.

MEMORANDA.

Cleared at Charleston for this port, Nov 28, schr Marmion, Hammond.
Cleared at Philadelphia for this port, Nov 28, barque Gazelle, Eldridge.
Cleared at Boston for this port, Nov 27, brig Aquila, Eldridge, Jr; 28th barque Welga, Davis; 25th ship Hall, Pajson; schr Trasper, Jones.
Brig Albion, (of Portland) Thomas, from Havana and Matanzas for Boston, with over 400 hhds of molasses, sugar, &c. struck on South Shoal of Nantucket on Friday nightlast, gave her stern and sank. Officers and crew arrived at Chilmark, Martha's Vineyard after being five days and three nights in the long boat, saving nothing but what they stood in. Vessel and cargo insured, for nearly $20,000, at four offices in this city.

Ship Maryland, Berry, from James River, with tobacco, was in contact with a brig in the Thames, afterwards got aground at the entrance of the dock, and when taken into the dock, was in a very leaky state.

Schr Polly, of Scituate, supposed a fishing vessel, was taken in with near Ragged Island, Harpswell, Me. 21st inst. and towed into Weaver Cove. She was on her side, full of water, and able upward as if sailing on a wind. She had no cargo, and was pretty much damaged. The crew saved the most valuable in their boat, and the captain had proceeded to Portland.

A ship, apparently cotton loaded, was seen ashore near "Riding Rocks," 16th inst. by the Alabama, at New York from New Orleans. It was thought she would get off without much damage three wreckers were going to her assistance.

The schr ashore at Boston Bank, near Beaver Tail Light, RI, is the Lexington, from Nantucket for New York, with oil and candles. She went on in the gale of Sunday night, and one man was drowned; remainder of crew and cargo saved.

Schr Peru, (of Freeport) Staples, from Philadelphia for Boston, put into Edgartown 19th, distressed, having touched on Nantucket Shoal, and sprung a leak; most discharge and go upon the railway to repair.

Steamboat Majestic left St Louis Nov 27th west Alton at 8 o'clk, 28th Vandalia, St Genevive, 29th Bonneile at mile point, 30th Gen Wayne at Randolph, Dec 2 Gen Brown at Vicksburg, 3d Prairie at Natchez. The navigation above St Louis obstructed by ice.

Steamboat Tone towed down ship St Louis, Storer, Natchez, bound to Liverpool, with full cargo cotton; and ship Selim, Watts, Natchez, bound to New York with full cargo cotton.

Vessels in the port of New Orleans.

From Esplanade street to the Upper Levee.

1st Wharf, Post 74—ships [illegible] and brig Cerseneug
2 " " 75—ships Benjamin Morgan, Norfolk, Ella Hand, Antioch
3 " " 76—ships Franklin, George, Hamilton, Peruvian.
4 " " 96—ships Ferax, New Orleans, Macedonia.
5 " " 94—ships Europe, Congress, John A Robb
6 " " 97—ships New England, Globe, Waverly
7 " " 98—brigs Samuel and John, Tweed, McLellan, Matilda
8 " " 99—ships Francis Ann, Cincinnati, brig Cyrus
9 " " 95—brigs Olive Chamberlin, Mount Morris, Gen Wayne, Raymond, Julia & Helen
10 " " 93—ships Cumberland, McLellan, brig Agenoria
11 " " 97—brig Oceanus, ships Homes and Corinthian
12 " " 98—barque William and James, brig Harvest
13 " " 99—ships Chancellor, brigs Pauline, Isaac Franklin

Wharves in Union Press, No 14—steamboat Tone

15th Wharf, Post 103—ships Michigan, Venice
16 " " 104—ships Hermitage, York
17 " " 105—brigs Hector, Zoroaster
18 " " 106—steamboat Ohio
19 " " 107—ship Franconia
20 " " 108—steamboat Lion
21 " " 109—ship Russel

FREE SCHOOL LOTTERY.

42. 6. 28. 60. 71 69. 37 36. 70. 72. 75. 22.

Are the drawn numbers of the Free School Lottery, Class No 1 for 1836.

The holders of Prizes are resp