COMMERCIAL.

LATEST DATES.

New-York	may 14	Boston	may 12
Philadelphia	" 15	Baltimore	" 14
Charleston	" 19	Washington	" 14
Paris	apr 10	Liverpool	april 8
Havre	" 11	London	" 7

DECISIONS OF THE NEW ORLEANS CHAMBER OF COMMERCE.

No. 1. Before the Committee of Arbitration.

Ship Princess Victoria vs. The Consignees of her Cargo.

(Claim for General Average.)

The Committee having given this case the most mature consideration, have come to the following conclusion:

That the ship being loaded too deep to cross the bar at the entrance of the Mississippi, on her arrival, it became the duty of the captain to lighten her sufficiently to enable her to complete her voyage, and to fulfil his contract with the shippers of the cargo by delivering it in the port of New Orleans.

The expense attending this operation must necessarily be borne by the ship, as it was clearly occasioned by loading her beyond the depth of water actually existing at her port of destination, and not by any circumstance which will warrant the owners of the cargo to claim of the underwriters.

No. 2. Before the Committee of Arbitration.

Ship Walter Scott vs. R. & J. Cuthell.

(Claim for Freight.)

The captain, in this case, signed a bill of lading, binding himself to deliver 649 flag-stones, measuring 300 yards, shipped on board his vessel in Liverpool, and consigned to the defendants. On discharging his cargo, however, it was found that there were twelve yards deficient in the measurement; and the defendants claimed payment for these, before a tilting for the freight

As the contract of the captain is clearly stated in the body of the bill of lading to be the delivery of 300 yards of flag-stones, and as he has only delivered 288 yards, the committee agree in opinion that he must make good the deficiency.

NEW ORLEANS MARKET.

Sales of Cotton on Yesterday.

1500 bales Alabama, ... 13¾

NEW YORK, May 13.

The market.—Cotton is quiet; Flour dull; and dullness is the general condition of affairs. Western Flour sold yesterday at $6 25 a 6 50.

200 shares U S Bank,		122¼	122¼
300 do do B, 30 days,		124	
25 do N O Canal,		101½	

NEW YORK, May 14.

The market.—(Spirit of this morning's reviews.)—Ashes sell freely at $6 50 and $7 50. The Cotton market is without much animation. The sales of Cotton for the week are 3400 bales, the market closing quietly with prices hardly supported. Flour is dull; Western is $6 50 a 5 584. Northern Corn 92c; Southern 83 a 85c. Manilla continued to sell at 185c. Sales of Hides but moderate. The sales of Leather sustain former prices. Molasses no great change. A cargo of Turks Island Salt sold at 40c. Sugar remains heavy, sales of Havana brown at 10 a 10½c; Porto Rico at 10 a 11c. The sales of Teas do not shew any change in the market. Sales of whalebone at 24c. The demand for beef and pork is but moderate. Freight without variation.

160 shares N O Com Bank,		101¾ a 101¾	
60 do N O Gas,		101½	

MARINE NEWS.

PORT OF NEW ORLEANS.

CLEARED.

Ship Monticello, Lawton, Havre, L H Gale.
Ship Montgomery, Shackford, N York, E M Branch.
Ship Nantasket, Crocker, Liverpool, J A Merle & co.
Schr Julius Cæsar, Lightburn, Brazoria, (Texas) J Reed & co.

ARRIVED.

Tow boat Whale, Paulding, from the Passes, towed to sea ship Chester, brigs Rufus, Harriet & Ophir—brought up ship Louisville and brig Ann & Leah. Reports off the Bar barque Josephine, brig Lexington. In the river 2 brigs and a ship not known.

Tow boat Porpoise, Martin, from the Passes, towed to sea ship Georgian, ship Gratton and brig Emilius: brought up ship Harriet & br g Wm Jones. Reports off the Bar 1 ship, 1 barque and 2 brigs. Nothing new in the river.

Ship Harriet, Stroud, hence for London, returned in distress.

Ship Louisville, Palmer, 14 days, New York, to Bien & Cohen.

Brig Wm Jones, Asynes, 10 days, Mobile, to master, in ballast.

Brig Ann & Leah, Booth, Philadelphia, May 4th, to Wilcox & Hoskins.

Steamer Privateer, Mather, Coates Bluff.
Steamer Alton, Ridgley, Alton & St Louis.
Steamer Plough Boy, Patterson, St Martinsville.
Steamer Splendid, Gordon, Louisville.

IMPORTS.

Alton & St Louis—Per steamer Alton—3322 pigs lead, 11 bbls castor oil, 7 do flour, Godfrey, Blossman & co; 572 kegs lard, Layet & Amelung; 125 bbls pork, Sinclair & Ayres; 150 do do & 294 bags corn, J Thayer & co; 26 hhds tobacco, 189 coils rope, Robeson, Wood & co; 118 ps bagging, Brander, McKenna & Wright; 142 doz brooms, W H Sumner & co; 958 pigs lead, J H Field & co; lot of bulk bacon, Dumarin & co; 63 bags beeswax, E L Tracy; 14 hhds de 1 box tobacco, Hernandez & co; 6 bags nuts, R Groning & co; 504 pigs lead, 139 casks, 12 boxes & 3 bbls bacon; 14 bbls castor oil, Bogert & Hawthorn; 126 bags oats, 1716 do corn, Hefford & Sorgenfrey; 3 sacks beans, 2 bags wax, to order; 1 bbl bacon, Writing & Stark.

St Martinsville—Per steamer Plough Boy—11 casks molasses, 13 packs Spanish saddles, 2 casks wine, 2 boxes mdse, to order and J Davidson.

Louisville—Per steamer Splendid—188 ps bagging, 218 coils rope, Forsyth, Goodwin & Ford; 336 ps bagging, 176 coils rope, Buckner, Stanton & co; 195 ps bagging, 250 coils rope, Bier & Stever; 14 hhds tobacco, Morion & Brown; 7 hhds bacon, 6 barrels, 1 carriage T Handley; 1 do furniture, M McPherson; 4 barrels, 2 carriages, Dr Wheaton; 24 bales cotton, N & A Dick & co; 22 do, Caruthers, Harris & co; 11 do, Martin Pleasants & co, 20 do, Brander, McKenna & Wright; 3 do, Forsyth, Goodwin & Fords; 142 do, Wilcox, Anderson & co, 200 ps bagging, T Barrett & co

Coates Bluff—Per steamer Privateer—110 bales cotton, O'Duhig & Chatignier; 25 do, J H Graham; 16 do, Robeson, Wood & co; 53 do, Lambeth & Thompson.

EXPORTS.

Havre—Per ship Monticello—1197 bales cotton.
Liverpool—Per ship Nantasket—1653 bales cotton.
New York—Per ship Montgomery—505 hhds tobacco.
Texas—Per schr Julius Cæsar—return cargo dry goods, &c.

CONSIGNEES

Per ship Louisville.—Buckner, Stanton & co; C Dumas; T Nicolet; Walton, Kemp & co; Dickles & co; D H Benten; A T Dwight; Foster & Hutton; Godfrey, Blossman & co; Adams, Buckner & co; J H Leverich; E L Tracy; C H Bancroft; Smith, Hubbard & co; R Marsh & co; Lott & Peck; Burke, Watt & co; J Turo; F Frey & co; Wakeman & Palmer; H Shepherd; Buchanan & Hagan; Forstall & Johnson; Lambeth & Thompson; Allin, Hyde & co; Robeson, Wood & co; Bien & Cohen; J P Freeman; R Groning & co; H Haynes; H B Lee; H S Palmer; J Bellow; A Grant; Wilcox & Tooker; Harris & Lyons; J Lott, G G Hall & son; J Labadie; E L Tracy; Whiting & Stark; Hyde & Goodrich; Brander, McKenna & Wright; M White; S W Mitchell; Stevenson, Vose & co; Blackwell & Thorn; Z Taylor; Schutz & co; H Carey & co; H Beach & co; Bogart & Hoopes; Leigh, Maddox & co; T R Hyde & co; N & J Dick & co; Peters & Millard; H R Lee & co; J W Stilwell; A Knight; T Barrett & co; R Yeatman; J W Stanton; D C Swain & co; Phelps & co; Layton & co; M B Mullen; Stetson, Avery & co; Stinson & Campbell; Egerton & Wibray; J G Bell; C Armstrong; B F West; O'Duhigg & Chatignier; Lavillebeauvre & Walton; J H Graham; J A Barelli; Thompson & Grant; G Brusle; Quertier & Albert; J H Field & co; Chapman & Castullo; Martin Pleasants & co; T Bassett; Byrne, Hermann & co; Forsyth, Goodwin & Fords; Tiernan, Cuddy & co; Cockayne & Robbins; Yergers Chaffin & co; Damazan & co; Taylor & Cotheal; V David; Dallamore & Frazzel; Whittemore & Blair, A Oliver; J L Brewster; L Arnaud; A C & W Squier; J Thayer & co; J Rees & co W Holmes & co; Hyde & Gleason; J P Minor; Sion & Byrne; Wilcox, Anderson & co; J Walker & Walton; Ingersoll & co; F Gillet & co; S T Hobson; J C Springer; Tulane & Coleman; B Armington; Camp & Dubbs; Opdyke & co; H English; Bogert & Hawthorn; B Brown; F P Ducongé; W Topham; Hawes & Hadden; N C Folger; R G Dixon; Andrews & Adams; B R Lyon; Quick; Fordi & co; Slocum, Richards & co; J A Merle & co; A Kirkman; Ferry, Goodwin & Robinson; V B Waldron; J Bayon; A Lanfear; A McArthur; Lawrence & Legendre; Carriere, Daron & co; Doyle & May; Auld & Clark; Peet & North; B H Simmons; B Levy; L Milladon; Major Clark, and order.

Per brig Ann & Leah—J G Stevenson; N Hoey; W Massey; R Yeatman; Bein & Cohen; T Toby & Brother; N & J Dick & co; Forsyth, Goodwin & Fords; Rees & Delange; C H Bancroft; W McKean; G & W Gallaher; D Adams & co; Buckner, Stanton & co; E L Tracy; Buchanan & Hagan; F Forstall & Brother; Blackwell & Hyde; J Magee; Tiernan, Cuddy & co; Robeson, Wood & co; C Maher; Martin Pleasants & co; J G Washington; Stetson, Avery & co; J W Swan; Kirkman, Rosser & co; Lambeth & Thompson; P Minor; Brander, McKenna & Wright; Yergers & Chaffin; Leigh, Maddox & co; Burke, Watt & co; Tourne & Beckwith; Lockart & Arnott.

MEMORANDA.

May 26, Steamer Alton met steamer Mogul 30 miles below St Louis; 36th, met the Prairie 10 miles below Memphis.

Brig Ann & Leah on the 14th May, lat 29.10, long 72.25, spoke ship Birmah of Portland from Boston bound to Havana.

Saint Charles Theatre.

Second Night of the Opera Buffa.

The Evening, Tuesday, May 31, 1836, For the Benefit of Signora Orlandi, And the last representation of Rossini's Celebrated Opera Buffa

IL BARBIERE DI SEVIGLIA.

Rosina, Signora Marozzi.

The Public is respectfully informed the Theatre will open for a short summer season, on Wednesday evening, June 1, with a popular Play and Farce.

NOTICE.—The New Orleans and Nashville Rail Road Company will pay thirty dollars per month and board for the services of 20 or 30 able bodied slaves accustomed to handle the axe or crosscut saw. apply to the Engineer of the Company at their office in Canal street. m 26—3t

THE subscriber offers for sale, now landing ex brig Globe, from Bordeaux:

250 casks St Julien, vintage of 1828; 310 do Santerne, do 1828; 25 half casks Barsac, do 1828; 40 do red Medoc wine, do 1822; 60 barrels Cognac brandy, 4th proof; 600 boxes prunes; 120 half boxes do.

DUSSAUT, fils aîné,
May 23. 113 Chartres-st.

THE BEE.

Official State and City Paper, OF THE FIRST AND THIRD MUNICIPALITIES.

PRINTED BY J. BAYON.

NEW-ORLEANS:
TUESDAY MORNING, MAY 31, 1836.

FOR PRESIDENT
M. VAN BUREN.
FOR VICE PRESIDENT
RICHARD M. JOHNSON.

We regret being obliged to postpone the report of the committee on private claims of the Congress house of representatives, relative to the land claims of the West Florida district in this state—as kindly transmitted to us by General Ripley.

The gentlemen appointed a committee to open subscription books for the New Orleans and Liverpool packet company, are expected to meet together this day, 12 m precisely, at the office of the Atlantic Insurance company, in Canal street.

The system of advertising by the year is manifestly injurious to newspaper establishments; and is a custom which would be much more honored in the breach than in the observance. It is peculiar to America, and originated from the poverty of those who commenced a newspaper office: it was never known in any part of Europe.

In the Atlantic cities, where compositors on newspapers receive about 8 dollars a week, merchants and others' contract for yearly advertisements of a square each day continued or occasionally renewed or repeated, at the rate of 25 dollars—in New Orleans, merchants contract for 50, when compositors receive from 15 to 20 dollars a week; and not only daily alter their advertisements, but daily augment them to 4 or 5 times the length originally agreed on. They desire their advertisements to be inserted and repeated as sent; yet if a charge be made against them for extra work—or advertisements beyond the contract, they are off in a tangent; and 'stop my paper' becomes the disorder of the day.

But they will not reflect that the advertisements which they send in a month costs more for compositors wages alone, than what they pay per contract in a year. Thirty dollars go but a short way in paying the actual printer.

We have made one or two calculations as to what is the actual cost of "setting up advertisements," and what should be the proper charge of journalists, for the patronage(?) of yearly advertisers, who pay that enormous sum of 30 dollars!! and found in one instance—yet there are hundreds similar—that the actual cost for labor was 150 dollars: so that the journalist is obliged to spend 150 that he may receive 30.

And as to those yearly favors of consignees and shippers, we have heard it remarked by an experienced person that there is one company with which he was lately connected that had received per charge $4500 from those who consigned vessels and goods, as a set-off for advertisements and blanks, yet that the actual cost (as printers are now paid) was only $150: so that the consignees pocketed only $4350 for themselves; and of course certainly did not defraud the printers! This example is also! too common in New Orleans.

Newspapers languish or sink under the oppressive patronage of yearly advertisers: we write in sorrow rather than anger, trusting that this condition of affairs will soon be meliorated.

The steam engine of the Draining company will be put into operation in a few days; and we anticipate the most beneficial results from its use, to that part of the city which it will more immediately drain. We have not and never had the least doubt, of the success of engine draining all the swamp lands rearward of New Orleans; and were only solicitous that the experiment should be promptly made to convince the incredulous; and remove the obstacles perversely cast in the way of the company by some ignorant landholders; and the obliquity of the appraisers.

The plan has not only been successful in Holland, not only been fully demonstrated on the Linardi plantation in this state, but has been in extensive use throughout England—where the fens were as bad as the marshes of Holland; and much worse than the swamps of New Orleans. We have been promised a minute account of the power and effects of some of the engines witnessed by Mr Ramsey—civil engineer of the N O and Nashville railroad company—during his late European tour. Meantime we may instance one that he noticed between Lincoln and Boston. The engine had the force of 40 horse power; and was capable of throwing out upwards of 100,000,000 gallons in 24 hours. It served efficiently to drain a marsh of 6000 acres—the ditches being in some instances 6 miles from the engine; and having an inclination of only 1 inch to the mile. At the extreme point of these ditches, the water was lowered six feet in 24 hours.

The cost of the engine was greater than usual, in consequence of the local difficulty presented in erecting the machinery—the charge being 6000 dollars.—The expense of maintaining it is only about 100 tons of coal in the year; and the attendance of one man—who also keeps it in repair, as the engine is worked only one third of the time. The ditches are thoroughly emptied twice a year, to cut away the grass seed, which is done by means of triangular machines or ploughs, at an expense of a dollar per mile. Were the engine worked constantly and at full speed, it could drain from 12 to 15,000 acres annually: but as it is, its draining effects are so powerful, that during dry weather, it is used to cast water over the land, to prevent drought.

Some of our citizens are however still skeptical as to the effects of draining the New Orleans swamp, which they singularly believe is devoid of solid foundation—being in their opinion superincumbent or floating on the waters of the gulf, which will continually force themselves upwards: or that by the power of capillary attraction between the waters of the river and the lake, percolation will be perpetually carried to such an extent, as to frustrate all the attempts at draining, unless strata of earth or alluvial soil be deposited on the surface of the swamp lands.

We respectfully dissent from those opinions; and believe that draining will give a palpable consistence to the substrata of the lands. Those strata are at present permeable, because of the waters permeated on the surface of the soil; but remove those waters, and the permeability of the strata will necessarily be destroyed by its progressive palpability. Percolation or filtration can then have no effect between the waters of the river and lake: for that arises from the present spongy texture of the soil or strata, which is caused by the superinduced waters, rather than those supposed to be below, by a kind of subterraneous connection.

We are inclined to believe that were proper canals and ditches to be cut leading into the bayou St. John—and that were levees or embankments raised on lake Pontchartrain as on the Mississippi—an engine of sufficient construction and power being placed at the mouth of that bayou on the lake, could thoroughly drain the whole parish of Orleans at a very trifling expense. Our sole apprehension is that were the experiment energetically enforced, it would empty all the bayous and canals in the parish. This may appear chimerical at present to those who have not reflected on the subject; but it would be easy to demonstrate the practicability of the project, and the truth of our belief, by an expenditure of one half or one third the capital belonging to the draining company.

We visited the works of the Draining company in the afternoon of yesterday; and were greatly pleased with the construction of the engines, one of which is of a 24 horse power, and the other 26. Both have been already tried and approved. But we were not so pleased with the wheel: its appearance is unsightly, and we fear it will be found inefficient. We were reluctantly impressed with the idea that the engineer had no settled principles in its construction; no certainty of its effects; and proceeded by experiment chiefly; but we may have erred.

Those who are impressed with the idea of the energy of rivers, or of their supposed velocity independent of declivity of their beds, and attributed chiefly to the great mass of waters which they carry to the ocean or sea, will probably be at a loss to account for the well-accredited fact, published in the 6th volume of the Transactions of the American Philosophical Society.

William E. Hulings Esq. vice consul of the United States in New Orleans at the end of last and beginning of the present century, writes thus to Mr William Dunbar of Natchez—"In the beginning of November 1800, when there was hardly any perceptible current in the Mississippi, I set off from the upper gate of this city, in company with the master of a vessel; and sounded the river at every three or four boats length, until we landed on the opposite shore. The depth of water increased pretty regularly, viz 10, 12, 13, 15, 17, 19 and 20 fathoms: the greatest depth was found about 120 yards from the shore. This operation was accurately performed; and as the river rises about 12 feet at this place, the depth at high water will be 32 fathoms. A gentleman informed me that his father, who was chief pilot in the time of the French, has often said that a little way below the English Turn, there were 50 fathoms; and about the upper Plaquemine 60. A respectable inhabitant living 6 leagues below New Orleans, informed me that during the abovementioned low state of the river, the water was found so brackish, that recourse was had to the wells for drinking water; and that abundance of porpoises, sharks and other sea fish were seen still higher up the river. Many persons thought the water brackish opposite the town. It had a greenish appearance, and when taken up was very clear; yet altho I did not think it brackish, I found it very disagreeable."

By this authentic account, it appears that the waters of one of the greatest rivers on the globe, were depressed, that all current ceased about 30 miles from its mouth; and that the waters of the Red River flowed to restore the general level. Mr Dunbar adds that at the same period, the current of the river opposite Natchez was only 1 mile an hour. What became of the great body of waters? Was it not filtrated thro the spongy texture of the adjoining soil, as well as evaporated?

We republish the following communication from the Bulletin of yesterday, as its subject is of general interest. It appears to have been written by Mr Fairman, who is intimate with the matter discussed.

It is really surprising that in a commercial community like ours, where all improvements are so rapidly progressing, so little heed should be taken of the safety of a great staple produce brought to this market.

We give it as our deliberate opinion, that one-sixth of the Tobacco crop brought to market here is more or less damaged either on being landed, or at the unsafe warehouses, where a great part of it is stored, or on the Levee, while being shipped on board, by which an actual loss of $100,000 is annually incurred. Whoever doubts this fact, has but to visit what are called tobacco warehouses here, to be convinced that our estimate is correct.

And for such unsafe storage, where the tobacco is exposed to being damaged—and not otherwise improved in value; the extravagant storage of 62½ cents for one month, and 50 for every subsequent month, is exacted not only from the commission merchant, but likewise from the purchaser, if the tobacco be not taken away 36 hours after it has passed the scales.

The warehouses are generally so crowded with tobacco, that most of it has to be delivered out of doors; and if it be likely to rain, or drays cannot be had at once to ship the tobacco on board, the tobacco has to be stored back, were it only for one night, in order to save it from being damaged, and full storage is charged on the same.

The receipts of tobacco average a year	30,000 hhds.
The storage paid by the commission merchants amounts to about	$18,750
And of 4 the same storage is again paid by the purchasers,	12,500
	$31,250
Storage on tobacco, The drayage from landing to store, and from stores to the shipping, amounts again to	30,000
Making an aggregate of	$61,250

By building a suitable large warehouse near a convenient landing on the river, the drayage might be almost entirely saved, and the pavements of the streets longer preserved, which is now being injured every year by the jarring of 60,000 heavy tobacco loads.

But this is not all—a considerable item might be saved in the cooperage of tobacco, for which at present 25 cents per hhd. or 25,000 dollars annually, and then so miserably done, that the hoops and headings of the hhds. start from a great number of casks before the hhds. reach the shipping, which causes angry disputes with masters of vessels, and considerable detention in shipping: and all this because the coopers will cooper the hhds. with cheap nails instead of with wrought, in order to save money.

Let men of enterprize look to these facts. A safer investment of capital, which would yield so handsome an interest, not often presents itself.

But where shall such a warehouse be built; above or below Canal street? It has to be built near a convenient landing, where vessels of all sizes can approach, and in such a way that two warehouses are joined into one another, one for receiving, and the other for delivering, and a small railroad should run from each part of the building to the wharf.

If there be a convenient landing for flat boats and steam boats above, can or will vessels be sent there to load? Below there is no difficulty. Flat boats as well as steam boats can land there with safety, and vessels be loaded with the utmost convenience.

This is a question of importance to proprietors of building a tobacco warehouse; for such a warehouse will be a very profitable concern, only if the draying can be saved, which will enable the sellers as well as the purchasers to pay higher storage. A storage of 12½ cents per hhd. for one day up to one year, of which the commission merchant and purchaser should pay each one-half; would not be too much, and bring a rent of 45,000 dollars a year, to the proprietors.

If this expose should cause the subject to be discussed, and lead to the result of a large and safe tobacco warehouse being built either above or below Canal street, we will look back with satisfaction to the exertions we have made to accomplish such a generally desired object.

Rather too Tart.—An exquisite, with cuffs and a dickey, and his head propped by ears upon a shirt collar, with a cane in its hand, was stepping it off in the most beautiful style down Baltimore street, when he was run foul of in the midst of boxes, bales, barrels, and the like, by a jovial tar fresh from the seas, who cared far less for a landsman than he did for the quid he rolled about his mouth.

"Avast there, shipmate," cried Jack, surveying it, "heave to, or by the port-tack of my bran new tarpaulin, I'll darken your skylights."

"Do you mean to insult me?" said the exquisite delicately.

"Ha! ha! ha! ha," roared the Jack,—"why the thing talks. Now board my breastwork if I don't find out what kind of truck this beauty's cargo are stuffed with." So saying, he lifted the *critter* upon a bale of goods, and before it was arrested by the bystanders, had split its pantaloons from the top to the bottom with his Spanish knife. One who had witnessed the whole transaction, accosted the sailor in a mild tone, and requested him not to hurt the young man: "O," said he, walking off, "I only wanted to see the stuffing, and by gum I don't believe now the thing's alive."—*Bal. Pat.*

Upon a certain time an ass, who wished to advocate the construction of a new turnpike through a section in Virginia, made the following sublime speech, as we learn from the Marshall Intelligencer:

"May it please your worships! while Europe is convulsed in civil discords, and her empires tremble with internal commotions, and while her astronomers mount the wings of their imagination, and spread their wings in the etherial world, pursuing their course from system to system, until they have explored the vast eternity of space—let us direct our attention to a road more immediately in our neighborhood!"

TO THE PUBLIC.—Having received a publication distributed among the Coffee Houses of this City, written by an individual by the name of L. A. Levy Jr. in which I am called a swindler and a villain, and although Thomas is inserted before my real name, being confident that it was meant for me; I deem it my duty to reply to it, and explain to an impartial public, the circumstances by which this *worthless* youth was actuated in bringing before the public my name. Before I proceed any further, I shall insert the bill which is now before me.

Notice to the public. Thomas S. Audler having gravely insulted me this morning at the auction store of Mr. J. B. Blache, I deem it my duty in justice to my reputation, to state to the public, that my friends called upon the said individual for satisfaction, which he did not grant, I therefore by profession, am to be a coward and no gentleman, and beneath the notice of the community. May 28th 1836.

(Signed) L. A. LEVY, Jr.

I deem it unnecessary to enter into a minute detail of the circumstances relating to this unpleasant affair. Suffice to say that about a month ago, I purchased at Mr. J. B. Blache's auction a lot of linen cotton, the individual who has challenged me took without my knowledge one of said coats and substituted one which he had worn in its place. I presented a bill for the same when he acknowledged to have taken the coat, but refused to pay for it, I sued him and in the absence of a material witness, it was agreed that the parties be put on oath; he was accordingly sworn, and deposed quite the reverse of what he acknowledged the day previous, in the presence of several gentlemen, he then objected to my being sworn, I told him that I viewed it as a common theft, and would make complaint whenever an opportunity offered at Mr. Blache's auction store to which he made no reply. This I have done, and it is for this that I am challenged. I would now appeal to an impartial public, and ask whether an individual guilty of an act of this description, should be entitled to the satisfaction due a gentleman. I have been required to give gentlemanly satisfaction, to whom? I would ask—to a man? a gentleman? No! it is to one who cannot prove himself a gentleman, for the act of which he stands charged by me cannot be termed the act of a gentleman. A man he is not, it needs but a glance to perceive it; he was well aware at the time he wrote the challenge that he could not obtain a gentlemanly satisfaction from me; otherwise he would not have demanded it. I fear I have intruded too much on an enlightened public, and shall now submit this with but one remark that is, I place my firm reliance on the enlightened minds of my fellow citizens with every confidence that they well know how to appreciate a challenge emanating from such a source, and hope even to retain the esteem and confidence of those who know me.

may 31 S. AUDLER.

☞ The Editors of the Pennsylvania Inquirer, Philadelphia and New-York Courier and Enquirer, will please give the above one insertion and forward their accounts to the office of this paper for payment.

MARRIED—On Saturday, 28th inst, by Rev. Mr Kendelon, Mr John Duncan to Miss Marie Adelle Trefagnier, both of this city.

Citizens' Bank of Louisiana.
New Orleans 31st May 1836

THE 6th June next being the day fixed for the closing of the books, subscribers are requested to complete their titles with the least possible delay and to have the property they offer appraised.

J. B. PERRAULT, Cashier.
may 31

Atchafalaya Rail-Road and Banking Co.
New Orleans 31st May 1836

THIS Bank will check on New-York at seventy days date By order
ROBT. G. DIXON, Cashier.
may 31

Atchafalaya Rail-Road and Banking Co.
New-Orleans 31st May 1836

THIS Institution will buy bills of exchange on New York, Philadelphia and Boston at 60 days sight. By order
ROBT. G. DIXON, Cashier.
may 31

Atchafalaya Rail-Road and Banking Co.
New Orleans 31st May 1836.

THE Stockholders in this Company are hereby notified that an instalment of $5 on each share of the capital stock will become due on Monday the 6th June next, and it is required to be paid at the Banking House No 39 Camp st.

By order of the Board,
ROBT. G. DIXON, Cashier.
may 31

COFFEE, SEGARS & TOBACCO—1000 bags Santiago prime green coffee—350 bags Havana, do do—30 bales vuelta abajo leaf tobacco of the new crop—190 superior flint segars, for sale by
M. S. CUCULLU, LAPEYRE & CO.
m31 27 Tout-street

CLARET WINES, &c.—300 casks Marseilles claret, 200 Indian bbls Marseilles Madeira, 300 Indian barrels dry Malaga wine, 20 bales hard shelled almonds, 10 bales soft shell do, 8 bales paper shell do 50 boxes liquors superfine assorted, 10 boxes absynth, 40 trunks fresh perfumery in store for sale by
m31 THOMAS BARRETT & CO.

☞ We are requested to call the attention of speculators to a sale which is to take place this day at 12 o'clock, at Hewlett's Exchange, by Joseph Le Carpentier. It consists of several valuable lots of ground situated in the square bounded by Press, Craps, Montegut and Amour streets.

This sale is positive and without reserve; these lots are but a square distant from the lower Cotton Press.

WANTED IMMEDIATELY, at the Office of the BEE, two English compositors. may 30

ORLEANS CAVALRY 1814 & 15.

THE Company will parade on Sunday next June 5, at half past 7 o'clock A M in full uniform, the place of rendez-vous is the Place D'armes. By order of the Captain,
may 31 J. CUVILLIER, Ordly Sergeant.

FOUND.—A small anchor, for flat boats, broken at both ends. The owner can recover it, by proving property and paying all charges, advertising, &c
JOSEPH CATARINA
may 31—1 Fruit hawker.

CURTAIN MUSLINS.—A few cases curtain muslins, various descriptions an new style, landing from ship Kentucky and for sale by
ANDREWS & BROTHERS,
may 31 No 19 Chartres st.

DRY GOODS.—A handsome assortment of seasonable dry goods now landing from ships Vicksburg and Kentucky, and for sale by
ANDREWS & BROTHERS,
may 31 No 19 Chartres st.

STOCK of the Mechanics and Traders Bank—sixty shares for sale by KENNEDY, BUREL & Co
may 31 52 Toulouse st.

DUMDEE BAGGING—450 pieces in store for sale low by
may 31 THOS BARRETT & Co.

COFFEE & SUGAR—300 baggs St Jago coffee, 100 hhds Louisiana sugar in store for sale by,
may 31 THOS BARRETT & Co.

KENTUCKY bale rope—218 coils of prime quality, just received and for sale by
may 31 FORSYTH, GOODWYN & FORDS.

BACON—36 casks Western Bacon of good quality, consisting of 15 casks sides, 15 do hams, and 6 do shoulders, for sale by G. DORSEY,
may 31 No 38 New Levee.

FLOUR—500 bbls bakers brand for sale by G. DORSEY,
may 31 No 38 New Levee.

WHISKEY—Cincinnatti rectified landing from Mediator for sale by G. DORSEY
may 31 No 38 New Levee.

RUSSIA SHEETINGS—A few bales received and for sale by FROST & Co
may 31 No 8 Custom House st.

CIDER—100 bbls Northern cider landing from ship John Scargans and for sale by
ROBT. H. WHITE.
may 31 No 25 Magazine st.

WESTERN Insurance Stock, wanted by
may 31—3t THOS. FELLOWS.

FRENCH POTS—2870 French iron pots, assorted from 1 to 108 points, just received and for sale by
J. A. NECK.
may 31 No 29 Bienville st.

BILLS on London, Paris, New York and Philadelphia for sale by
may 31 M DE LIZARDI & Co.

TO HIRE—A mulatto man, aged about 16 years, a good character, as house servant. Apply to
m 31 JOS BARTHET, 30 Toulouse street.

FOR SALE—Five second hand Chandeliers, suitable for a Coffee House or Ball Room. Apply at the Ball Room corner of Bourbon and Orleans streets, or to the subscriber, No 328 Bourbon street, between St Ann & Main streets.
may 31 J A LABUZE

TO LET OR LEASE, for one or several years, the fine Bettore ground, fronting on Fouchet's Plantation, at about 5 miles above New Orleans. The situation is very suitable for a Wood Yard. For terms, apply on the premises to
may 31-4t EDOUARD BOISBLANC.

Succession of Raimond Pujol, (alias Boileau.)

NOTICE—Persons having claims against said succession are requested to hand the same duly authenticated to Mr Pierre Roy, St Philip st between Levee and Conde sts; curator of said estate or to the undersigned. JOHN L. THIELEN,
may 31 Atty, of the Curator.

Estate of Euphrasie Soubie, f. w. c.

ALL persons having claim against the estate of Euphrasie Soubie, deceased, f. w. c. are requested to leave their accounts or claims within ten days at the Sheriff's Office, to FRED BUISSON.
may 31

FIFTEEN DOLLARS REWARD.

LOST—A light sorrel Dray Horse, aged 5 years, rather chafed on the back; a white mark on his nose about the size of a man's hand; his right hind foot is half white up to the first joint. Said Horse walked out of the stable on Wednesday, 25th inst.

The above reward will be paid to whoever will bring back said horse to STEPHEN W TURNER,
m31-3t eod 140 Old Levee, Flying Horse Tavern.

TEN DOLLARS REWARD.—Ran-away on Friday last the 27th inst the American negro girl Judy, aged about 24 years, about 5 feet 6 inches high, stout made, walks erect, and when spoken to answers in a strong voice with a downcast look; the above reward will be paid on her delivery at No 131 St Peter street, corner of Dauphine, or to any jailor in the State. Masters of vessels are warned against carrying away, and all persons are warned against harbouring her, especially a white man in the upper Faubourg who has on a former occasion harboured her. may 31—3t.

To Let, or at Private Sale.

1st. A good Brick Dwelling House, corner of Royal and Barracks streets, in which is located Mr Moreau's Forge. There is a large and commodious two story back building, with very convenient rooms.

2d. A good Dwelling House, in Cascalvo street, between Montegut and Clouet streets, divided into 6 rooms, with very large front and back gallery, paved yard and garden. Apply to Mr Moreau, on the Bayou Road, No 23, near Rampart st. may 31—3t.

COACHES.—Louisiana Carriage Repository, Nos 46 and 48 Royal st: H. Beach & Co. have in store a large assortment of Coaches embracing a variety of pattern selected with much care, expressly for this city and vicinity: and will be sold on accomodating terms. m31

OBSERVE!!—The undersigned very respectfully avails himself of this opportunity to inform the public, and citizens of New Orleans, generally, that he has taken that new and very desirable establishment over the *Arcade Baths*, which he has opened as a Restaurant and Lodging Rooms. As it is the most airy, spacious, and delightful situation in this city, he flatters himself, that having a thorough knowledge of the catering department, and being supplied with two good French cooks, besides keeping his bar well supplied with the choicest of liquors, including all kinds of wine; with every delicacy the market affords, and despatching all who may see proper to give him a call, at the shortest possible notice, and making fair charges, to merit a liberal share of the public patronage. R. W. BLLIOTT.

N B. Fifty day boarders will be received at the *Arcade Bath House Restaurant*: Breakfasts at half past 7 o'clock; dinner at 3, and supper at 7. In all cases the table will set one hour for the accommodation of boarders. Gentlemen can be served with dinners from the side tables at 3 o'clock, if desired. Dinners will be served and sent to order, to any part of the city. Private parties served with breakfasts, dinners, and suppers on a reasonable notice of time, number and quality. may 31—3t.w.w.

PARISH OF ORLEANS—Court of Probates—The State of Louisiana—To all whom these presents may concern,—Greeting: Know ye that whereas Augustus Davis, for the account of Turner & Davis, a resident of the city of New Orleans, has applied to me W. F. C. Duplessis, register of wills in and for the parish and city of New Orleans, and ex officio clerk of the court of probates in and for the parish and city of New Orleans aforesaid, for a monition or advertisement in conformity to the act of the Legislature of the State, entitled "An Act for the further assurance of titles to purchasers at judicial sales," approved on the 10th of March, 1834. Notice is hereby given to all whom it may concern, that by virtue of and in obedience to an order from the Honorable the Court of Probates in and for the Parish and city of New Orleans, state of Louisiana, bearing date the twenty-third day of May, one thousand eight hundred and thirty five, and rendered on motion of L. Pierce and Reynolds, Esqs. of Council for the succession of Stephen K. Baron, deceased, in conformity with the deliberation of creditors, and also of an order bearing date the twenty-seventh day of May, one thousand eight hundred and thirty five, granted on the petition, of John Copland, acting executor of the last Will and Testament of said Stephen K. Baron, deceased, the undersigned did as Register of Wills aforesaid, on the twenty-fifth day of January, one thousand eight hundred and thirty-six, expose for public sale by auction for account of the succession of the said Stephen K. Baron, deceased, the following described landed property, which was adjudicated to the aforesaid Augustus Davis, for the account of Turner & Davis, they being the highest bidders, viz:—

Description of property as given in the judicial conveyance:

A lot of ground situated in the faubourg Livandais, in the parish of Jefferson, and designated as lot A W on the plan of said faubourg, drawn by B. Buisson, Esq. surveyor, dated March fifth, eighteen hundred and thirty-two, and deposited in the office of G. R. Stringer, late notary public, in New Orleans: said lot forming one of the corners of Levee and Eighth, streets, and measures fifty-one feet one inch front on Levee street, and fifty feet front on the river Mississippi, by a depth of one hundred and eighty-four feet six inches front on eighth street, and one hundred and eighty-nine feet four inches on the line dividing it from lot A T, together with all the rights of Batture and other appurtenances thereunto belonging, adjudicated to Augustus Davis for the account of Turner & Davis, for the price of three thousand and thirty dollars.

Terms of sale—Six, twelve and eighteen months' credit for approved endorsed notes, secured by special mortgage until final payment.

Wherefore, all persons who can set up any right, title or claim, in and to the lot of ground herein described, in consequence of informality in the order, decree or judgment before recited, and under which the sale was made, or any irregularity or illegality in the appraisements or advertisements, in time or manner of sale, or for any other cause or defect whatsoever, are hereby cited and admonished to show cause within thirty days from the day this monition is first inserted in the public papers, why the sale so made as aforesaid, should not be confirmed and homologated, in accordance with the application of said purchaser.

Witness my hand and the Seal of said Court of Probates, this twenty-eighth day of May, A. D. 1836.

(L.S.) W. F. C. DUPLESSIS,
m 31 Register of Wills.

TOBACCO—19 hhds Missouri Tobacco, landing from steamer Talma, for sale by
30 mai R. GRONING