NEW-ORLEANS BEE.

BY BULLITT, BULLEN & MAGNE.
At No. 81 Charles street.

TRUTH IS OMNIPOTENT AND PUBLIC JUSTICE CERTAIN.

NEW-ORLEANS:
THURSDAY MORNING MAY 30, 1839

FOR PRESIDENT OF THE UNITED STATES
HENRY CLAY.
OF KENTUCKY.
Subject to the decision of a National Convention.

FROM TEXAS.—The steam packet Columbia, capt Windle, arrived about 3 o'clock this morning—She reports nothing new, and we could not obtain our files of papers.

A towboat, with two vessels, arrived at the same time with the Columbia, but the hour was too late to board them.

MEXICO.

The defeat of the federal army, and the death of General Mejia, will give to Mexico but slight repose. Causes are operating which will produce a crisis in that country, of as vast consequence as its separation from Old Spain. Indeed, the late dispatch of the liberal party will hasten the period of a thorough change in the condition of that state. Had General Mejia's party succeeded in the past struggle, it is probable the foreign policy of Mexico would have been amended so as to secure immunity from external invasion, which is absolutely necessary to the organization of its internal polities. From her present masters, nothing can be expected of a nature calculated to quiet the murmurs of the people, groaning under a most oppressive tyranny or satisfy the demands of foreign powers, which in this time must have become disgusted with the perfidy and worse than punic treachery, which signalize her intercourse with other nations.

The success of Santa Ana will be the signal for the perpetration of all the enormities upon foreigners which have heretofore been tolerated with a forbearance, more creditable to the patience than the sense of justice of those nations whose citizens or subjects have been the objects of Mexican outrage. By a large portion of the people of Mexico, Santa Ana is regarded with a species of veneration amounting almost to idolatry—he is thought to be invincible; his return from Puebla to the capital was a triumphal march; his reception in the city of Mexico was marked by every demonstration of gratitude and affection; he was hailed everywhere by the acclamations of the brootish populace, who, in all probability, would have welcomed Mejia, had he been successful, with an equal show of outward rejoicing. To a man of Santa Ana's character, vindictive, cruel, and ambitious, these exhibitions of popular applause will be regarded as conferring upon himself all the prerogatives of royalty... Secure in the decided interest of the support of the nation, he will indulge the instinct of his nature in gross retaliation towards those who may have incurred his displeasure, or in whom fidelity he has not implicit reliance. Letters received since the battle of Necaxa, complain of the outrages already commenced upon foreigners, and in veigh against the leniency of the French governor in towards a people incapable of feeling a sentiment of generous humanity, or appreciating it in others; and the better impression in Mexico is, that Santa Anna will not stop short of a dictatorship, and his administration will be distinguished by every species of atrocity.

In a country so benighted than Mexico, tyranny itself would create a party sufficiently strong to overthrow the tyrant; but the people there are to be released from the yoke of bondage from abroad. In the nature of things it is not possible for a country, so inviting in the essentials of soil and climate, to be always in the possession of a people, who make robbery a profession, and assassination a trade. Outrages will at length provoke war, and if once the arms of the invader penetrate the interior of the country, the city of the Montezumas will pass into strange hands. Not will there be, in such a consummation, any thing resolving either to a sotnish philanthropy or national ethics. All those countries engaged in the commerce of the Gulf of Mexico, have a direct interest in the suppression of Mexican barbarism, in relieving the gulf trade from a set of marauders as pestilent as the Algerine pirates, who could alone be quelled by the conquest and colonization of their territory. This such will ultimately be the fate of Mexico, we have not the slightest doubt, and that the recent disaster to the federal party will hasten the crisis, we are equally confident.

The liberal party in Mexico, though beaten is not destroyed. It may not be able to effect an organized resistance to the government; but it still exists, and would gladly welcome a force despatched against the ruling dynasty and to operate with it. The intestine wars which have so frequently drenched the soil in the blood of her best citizens, have destroyed in a great measure, that species of patriotism which would be aroused by foreign invasion, in the breasts of the celebrated few of the Mexican people. *They* have become satisfied that their fellow citizens are not capable of self government, and the only means by which the country can be secured against the horrors of continued civil strife is for it to fall into the hands of a people alike distinguished for their intelligence and love of popular rights. There is hardly a man, possessed of a modicum of general intelligence who does not believe that the people—the whole people of Mexico would be bettered by an invasion that would prove successful in establishing a republican form of government in place of the prevailing anarchy; that would surround popular rights with the safe-guards and guarantees which protect them elsewhere, and which would secure to the common people, now debased and scorned by masters, the privileges and immunities of a free people.

That Santa Ana, backed and urged by the multitude, will accelerate Mexico upon her doom we fully believe. It has been more than intimated that Bustamente will have to abdicate the presidency—and if he should not he is no better than Santa Ana—in which case the councils of the mock republic will be guided by as low and as despicable a tyrant as ever compassed the destruction of his country. The whole force of the country will be devoted to the petty malice of its dictator, in wreaking his vengeance upon supposed enemies, and in administering to the arrogance, conceit, and selfsufficiency of the populace who regard acts of violence and rapine upon the persons and property of foreigners as evidences of national superiority and prowess.

If our correspondent is truly informed, and we have no reason to doubt his means of knowledge, colonel Bee, the Texian minister has been refused a finding on the soil of Mexico—except as a private individual. This indicates a determination on the part of Santa Ana to attack Texas. Indeed, besides the acquisition of the lost territory, Santa Ana has another inducive for hostilities upon Texas. His life was spared by the magnanimity of that people, and a sense of obligation always exasperates the malice of a mean and vindictive mind. It behoves our Texian friends to be in preparation for every contingency. Let her be in readiness. Numbers will flock to her standard now, that she is a recognised government, who would not do so when she stood in the relation of a rebel province. It may not be a delusion to imagine that a contest between Mexico and Texas, would terminate in extending the boundaries of the latter government many degrees south of the Rio del Norte.

CAUTION.—Letters intended for Havana, says the Boston Advertiser, must not have Cuba on them, as subs in the post office think it means St. Jago de Cuba, on the other side of that island.

☞ The senate of New York have not only set a defiance all democratic principle by retaining a state printer in office, and defeating the election of a senator who should represent a majority of the people; but they have also manifested the same practical contempt for the popular will in all cases where a political partisan was to be retained in office, or a reform in the laws was demanded.

☞ The subject of salt is encouraged by a liberal bounty in nine different states.

☞ Miss Sedgwick, the novelist, has sailed for England.

CITY ORDINANCES.

The general council have adopted the following ordinances concerning Levee duties, licences and cartage hire:

An ordinance concerning the Levee duties in and for the port of New-Orleans:

The general council of the municipalities of New-Orleans, in conformity with the 20th section of the act of Orleans, in conformity with the 20th section of the act of incorporation, approved 8th March, 1836, ordains as follows:

Article 1.—The levee or wharfage duties on ships and other decked vessels and on steam vessels arriving from sea, shall be fixed as follows:

On each sea vessel under 75 tons			$12
——— of 75 and under 100 tons			18
——— 100 ——— 150 ———			30
——— 150 ——— 200 ———			40
——— 200 ——— 250 ———			50
——— 250 ——— 300 ———			60
——— 300 ——— 350 ———			70
——— 350 ——— 400 ———			80
——— 400 ——— 450 ———			90
——— 450 ——— 500 ———			100
——— 500 ——— 550 ———			110
——— over 550 ———			120

Article 2.—The payment of these duties shall be exacted and collected by the municipality within whose limits such vessels may have moored, after their arrival from sea, and an extra duty of one-third of these rates shall be paid by all vessels which may remain in port over two months, same to be recovered at the commencement of the third month; and if they remain in port four months then they shall pay a further additional surcharge of one third of said rates at the commencement of the fifth month, and so be charged in regular rotation until the expiration of six months from date of original arrival and mooring, without a further charge being imposed on them.

Article 3.—When any vessel shall be removed from that division of the port to which it shall have originally paid duty, to another division of said port, under the jurisdiction of another municipality, said last municipality shall be entitled to receive from the municipality to which said duty has been first paid in the following ratio, viz:

One-half of the duty actually paid or due if said vessel have not remained longer that fifteen days in that port of the port in which it was first moored; one-third, if said vessel have remained longer than fifteen days, but not more than twenty-five days; but if beyond twenty-five days, not any part of said duty shall be recovered. Nevertheless, the municipality in whose limits said vessels shall afterwards be moored shall have the right to levy and collect the extra duty of one-third of the sums mentioned in article 1 on the conditions mentioned in article 2, provided that no further charges or extra duty shall be exacted from any vessel which may have removed from one of the port to another, for the mere purpose of forthwith proceeding to sea.

Article 4.—All vessels or steamboats coming from sea, which, after their arrival in port shall proceed to and return from any plantation or other place with a cargo, or part of a cargo, of sugar, of produce whatever, shall pay, shall against the port for the purpose of discharging cargo, shall pay, on returning from any such trip, a levee duty of eight dollars over and above the duties fixed by the 1st article of this ordinance, same to be collected by the municipality within whose limits such vessels may discharge said produce.

Article 5.—The levee duties on steam vessels navigating on the river, and which shall not have gone land in any part of the incorporated limits of the parishes, shall be fixed as follows:—

On each steamer under 75 tons			$8
——— of 75 and under 100 tons			12
——— 100 ——— 150 ———			16
——— of 150 ——— 200 ———			20
——— of 200 ——— 250 ———			25
——— of 250 ——— 300 ———			30
——— of 300 ——— 350 ———			35
——— of 350 ——— 400 ———			40
——— of 400 ——— 450 ———			45
——— of 450 ——— 500 ———			50
——— of 500 ——— 550 ———			55
——— over 550 ———			60

Article 6.—All steam vessels employed as packets, and plying regularly between this port and ports in the Gulf of Mexico, including Havana, shall pay one dollar or higher rate of wharfage than is imposed by this ordinance on steamboats navigating the Mississippi.

Article 7.—The duties specified in the preceding article shall be paid on the mooring and landing of such steamers in port, by their captain or other agents, to the officer entrusted with their collection by the municipality within whose limits said vessels shall have moored and landed.

Article 8.—After the payment of these duties, said steamers shall be entitled to remain thirty days in that part of the port which may have been designated by the municipality to which it belongs, and any steamer remaining over thirty consecutive days, shall pay an additional duty of five dollars per day until its final departure from port, same to be collected by said; and any steamer leaves its first landing place, to take a berth and be moored in another municipality, it shall pay said additional duty of two dollars per day, to the collector of the municipality into whose limits it shall have been moored, whether said term of thirty days shall have expired or not at the time of such removal.

Article 9.—Steamers employed as tow-boats, and which shall have received on board any produce, the whole or any part of the cargo of a vessel, and shall discharge the same on the levee, shall pay the same duty as is specified in article 5, according to their tonnage; said duty to be collected by the proper officer of the municipality within whose limits such discharge shall be effected.

Article 10.—Tow-boats shall pay, for each trip they may make to take in wood or other fuel, eight dollars to the municipality within whose limits they may moor and take in said fuel.

Article 11.—The following levee dues shall be exacted on all flat boats, barges, keelboats, pirogues, and other craft, viz:

On each flat boat either fully or in part laden with produce, materials, or merchandize of any kind, $16

On each barge measuring 70 feet or more in length, ... $10

On all barges, keelboats, or boats measuring less than 70 feet long, and not exceeding 15 feet breadth, ... $6

On all other boats not described in the preceding nance, ... $4

On each floating pirogue, ... $1

The owners or keepers of boats and appliances of all sort, for any article whatever, shall pay a duty of $1 per day.

The following duties shall also be levied:

On their being broken up, if in the incorporated limits of the port, each flat boat $4

On each steamer, or other vessel than flat boats, being broken up within said limits 10

On rafts of timber not containing more than 25 logs each rafts 1

On each raft of timber containing more than 25 logs then in the ratio of that increase.

On each craft measuring 40 tons or under, employed to carry sugar, molasses, wool, or any other description of merchandise, there shall be levied on each trip a duty of $10

On all crafts exceeding 40 tons each, employed as above, shall also be levied on each trip a duty of ..... $

Article 12.—All boats or other vessels arriving within the limits of the parish, with fish, meat, vegetables, eggs, or any and every other kind of provisions, expressly for the purpose of supplying the city and market, shall be entirely exempt from paying any Levee dues; but the same and all other description of craft, other wise employed, whether particularly mentioned in this ordinance of not, shall pay duties according to the rates as above ordained.

Article 13.—The time allowed for all pirogues, flat boats, barges, boats and flat boats or land their cargoes in port shall be fixed at twenty days from their original arrival, after which time each craft shall pay daily an additional duty on each barge, boat or keel-boat, of ..... cent in length, ... and on each flat boat, ... cent in length.

And less than 30 feet long, ... 75

And in the event of any of said vessels removing from one municipality to another, from their first place of mooring, they shall pay daily the additional duty to the latter municipality, whether said term of twenty days shall have expired or not.

The time allowed for discharging of boats or other craft not otherwise described in this ordinance, is fixed at twelve days from arrival in port, after which said boats and craft, and all rafts and floats shall be taken out of the incorporated limits of the port, under penalty of being fined $25 for each day they may be found in violation of the law, said fine to be paid by the owners, masters, keepers or consignees of said flat boats, rafts, or floats, for each and every day they shall refuse to comply with the dispositions of the present ordinance said fine to be recovered before any competent tribunal, on the evidence of the proper officer whose duty it is to see the Levee or Port ordinances carried into effect. Provided, however, that this clause of the present ordinance shall not deprive any of the municipalities of the right of granting a specific privilege for said flat boats, rafts or floats to be broken up and used within any one of their respective limits.

Article 14.—It is hereby expressly forbidden to all owners, masters, consignees, or other persons to sell, or cause to be sold, on board of any of the aforesaid craft, under any pretence whatever, wine, beer, cider or spirituous liquors in quantities less than a barrel, under penalty of $50 for each contravention, said fine to be paid by them in the lake ward, and on the like evidence as are prescribed by Article 13.

It is also expressly forbidden to smoke, or allow to be used on board of any kind on board of said craft under the penalty in the manner levied, and on the evidence of mentioned.

Article 15.—All barges, flat boats, keel boats, or other craft, in which shall be expected for sale in any part of the port assigned for their accommodation during the said term of twelve days, any produce, goods or merchandize brought on board from a distance less than 100 miles above the city of New Orleans, except living sugar, molasses and cotton, the owners of landing, shall be fined in a sum of not less than $50 nor exceeding $100, same to be recovered in the manner set forth in article 13.

Article 16.—In case any person should furnish any false reports relative to the cargoes, owners or consignees, or the date of such craft entering the port, or in any manner interfere with or impede the officers of the several municipalities in the free exercise of the duties devolving on them, said person or persons so contravening shall, on conviction, pay a fine of not less than $20, nor exceeding $100 for such contravention.

Article 17.—It shall be obligatory on the part of captains of vessels and steamboats, and also on masters owners and keepers of all craft, flat boats, rafts and floats, to pay the aforesaid duties on board of their respective vessels, a receipt for which shall be delivered to them by the proper officer of each municipality, in order to prove payment thereof in case any of said penalties shall be removed from one division of the port to another.

Article 18.—All the fines imposed by this ordinance shall be for the benefit of the municipality within whose jurisdiction the offence shall have been committed, unless to be levied on the evidence of the shiftings, and if voluntarily paid, the receipt for same shall be given by the treasurer; but if they be levied, the money recovery shall be effected by and before an authority or court of competent jurisdiction.

Article 19.—It shall be a special duty of the wharfinger for each municipality to make a weekly report to the comptroller thereof, of all and every description of vessels, their tonnage, &c., which may each day enter and moor within the limits of the port under his supervisorship, which said weekly report shall be carefully filed in the office of weekly comptroller, for further reference and examination, and in regular rotation to dates.

Article 20.—Be it further ordained, that, from and after ten days' promulgation of this ordinance, the wharfage collectors of the three municipalities shall cause to be kept, by the enrolling clerk at the custom house, a record book, in which daily entries shall be made of every vessel which may arrive from sea, stating their names, their masters, consignees, where from, and their tonnage, having three marginal spaces on the right hand, headed municipality No. 1 2 3, respectively, which space shall be from time to time filled up with the signatures of the three several wharfage collectors, indicating that they have received the wharfage due to their respective municipalities, 15 each of whom the expense of procuring and maintaining said book of record, they shall be borne and paid in three equal proportions.

Article 21.—It is also ordained, that, in the event of the resignation, cessation of any officer or officers employed in collection of wharfage, any of the branches of the revenue belonging to either of the municipalities, he or they shall be forthwith required to deliver up the trusts, and all the money, by whance has or their appointment was derived, all his or their books, accounts, and vouchers appertaining thereto.

Article 22.—The present ordinance shall be put in force ten days after its promulgation by the mayor, and the execution of such dispositions thereof as relate to the police of the port, shall exclusively belong to the officers appointed by each of the municipalities for this purpose.

Article 23.—All previous ordinances, or parts of ordinances, relative to levee dues, and to the police of the port, and which may be at variance with or opposed to the provisions of the present ordinance, shall be, and the same are hereby repealed.

The rules being dispensed with, the council took up the 3d ordinance.

An ordinance establishing an uniform rate of duties on hawkers, pedlars, public houses, taverns, &c. in the three municipalities of New Orleans.

The general council ordain as follows:

Article 1.—A tax of $20 per annum, payable in advance, shall be paid by each hawker or pedlar into the treasury of each of the municipalities, on a licence which receipts the mayor shall be empowered to issue licenses, which such and hawkers and pedlars shall be privileged to trade within the limits of the municipalities respectively; it being also ordained that each of said licences shall expire on the 31st day of December in each year, without any allowance or abatement whatever being made for any intermediate time which may have elapsed between the date of issuing of said licences and the expiration, and further, that they shall pay $1 for each licence so issued; provided that such hawkers and pedlars as may have obtained licenses, yet unexpired, under the ordinance approved 10th June, 1836, shall ah their expiration, receive new licences up to the 31st December, 1839, on their paying for same a sum *pro rata* with the then unexpired time of the present year only, shall $1 for each license, without which they shall not be permitted to traffic.

Article 2.—Shall keepers for fruits shall pay $40 annually, payable quarterly in advance, for the $ shall $1 for each licence, the term of which shall expire on the 31st December in each year; subject to be collected by the municipality within whose limits each stall may be permitted and established.

Article 3.—All grog-shop keepers taking whole licenses shall pay $300 per annum, payable quarterly, in advance, and $1 for cost of license.

Article 4.—All grocery store keepers taking a half-license shall pay $200, payable quarterly in advance, with $1 for cost of license; provided that any and all grog-shop keepers and grocery store keepers are hereby specially prohibited from selling or distributing to slaves any description of spirituous liquors and grocery store keepers from retailing liquors, by quantity less than a pint, under penalty of not less than $50 nor exceeding $100 for each contravention, which clause in this ordinance shall be printed at the foot of their respective licenses.

Article 5.—All soda water retailers shall pay $5 per annum, payable in advance, and $1 for cost of each license.

Article 6.—All persons keeping a hotel or public boarding house shall pay an annual tax according to the number of boarders or lodgers who may be accommodated in each establishment, viz: Hotels or boarding house shall pay less than 300 per annum. Any person keeping a private boarding house, without lodging, accommodating only a number of boarders not exceeding five persons, shall be exempt from the tax aforesaid. Shall capacity to be ascertained and verified by the collectors of said taxes.

For keeping an eating house or restaurant—that is, a house in which there is no bar for the distribution and sale of liquors, and which are drank daily during meals per annum, ... $100

For keeping a public coffee-house—that is, with a bar for the sale and distribution of liquors per annum 300

For keeping a boarding house for laborers and seamen, but without a bar for the sale and distribution of liquors being attached thereto, ... per annum, 50

But if with such a bar attached thereto, or in any other building or place adjacent ..... per annum 300

Article 7.—All sellers of markets of beer shall pay $10

Article 8.—All persons keeping billiard tables shall pay for each table, ... per annum 50

Article 9.—Any one of said taxes, excepting that on hawkers and pedlars and that on soda retailers, shall be paid quarterly in advance, with $1 for each licence and shall accrue to the municipality within which said establishments are situated, and each license shall terminate on the 31st day of December in each year. Provided that all licenses issued previous to the promulgation of this ordinance shall be returned to the mayor and the remaining quarterly payments full up and new ones shall be issued in such cases as may be necessary, so as to conform to the provisions of the present ordinance.

Article 9.—The present ordinance shall have force and effect of law after ten days' promulgation thereof by the mayor.

Article 10.—All ordinances, or their parts, relative the above-mentioned taxes and their collection, which are not contrary to the present ordinance, shall remain in full force and effect; but if opposed or contrary thereto, they shall be, and are hereby repealed.

On motion of Mr. Caldwell, the rules being dispensed with, the following ordinance, was adopted, with an amendment offered to the 5th article by Dr. Rogers:

An ordinance relative to public carriages for hire in the City of New Orleans.

Whereas much inconvenience to all citizens, and especially to strangers, exist from the imperfection of an *Ordinance relative to public carriages for hire, approved April 10th 1839:*

1st. From the highrate at which is fixed the price for conveyance of passengers within the incorporated limits.

2d. From the high rate fixed for conveyance from the incorporated to unincorporated limits.

3d. From the want of a fixed rate of conveyance of passengers between sun down and day-light.

4th. From there being no rate fixed for carrying passengers from the City to the Lake by way of the Bayou road or new Canal Shell road. Therefore the council of the three municipalities in general council convened, ordain as follows:

Article 1st. From and after the promulgation of this ordinance, any owner or driver of a public carriage for hire, plying in the incorporated or unincorporated limits of the three municipalities shall be bound to take passengers to any part of the incorporated or unincorporated limits of the three municipalities Nos. 1, 2 and 3, whenever requested and shall not demand or receive more than 25 cents for each passenger.

Article 2. For every trip from one municipality to the other within the incorporated limits, not more than 25 cents shall be charged or received from each passenger.

Article 3.—For every trip out of the incorporated limits whether made from within the incorporated limits to the unincorporated limits, or from the incorporated limits to the incorporated limits to any part of the municipalities Nos. 1, 2 and 3, no more than fifty cents shall be charged or received for each passenger.

Article 4.—That after sundown the drivers or owners of carriages shall be entitled to charge double fare for each passenger, as set down in the foregoing designs.

Article 5.—For every trip from either of the municipalities, Nos. 1, 2 and 3, to the lake shore, via the Bayou road, or the Shell road and the new canal, no more than five dollars shall be charged for the whole carriage. Provided, that in case said carriage shall be detained by the persons hiring the same beyond sundown, the driver of said carriage shall be entitled to charge one dollar for every hour of said detention after sunset as aforesaid.

Article 6.—Any owner or driver of a carriage, who is at any of the stands, day or night, who shall refuse either to a number of persons, or to a single person, to convey them or him to the places comprehended to be within the measure of the ordinance and upon the terms set down in the same, shall be liable to a fine of from $10 to $100 for each contravention, at the discretion of the competent court before which suit shall be instituted for the recovery of the same.

Article 7.—Any owner or driver of a carriage may, upon agreement with passengers, charge at the rate of one dollar per hour for the use of the whole carriage *in lieu* of the tariff, *provided*, that the owner or driver shall be allowed to charge at the rate of one dollar per hour should only one person desire the use of his carriage.

Article 8.—Every owner or driver of a carriage shall be bound to have the present ordinance framed and hung up, and kept in robust repair in some conspicuous place in his carriage—in default whereof he shall be liable to a fine of $25, recoverable before any competent tribunal.

Article 9.—All ordinances or parts of ordinances not in conformity with the meaning of this ordinance are hereby repealed.

Dr. Luzenberg offered a resolution to appoint a committee to enquire if it be expedient to abolish the tavern and grogshops in the city of New Orleans, and to report as soon as possible.

On motion of Mr. Debuys,

Resolved, That said resolution be laid on the table indefinitely.

Mr. Luzenberg having demanded the yeas and nays for this question on motion the general council adjourned *sine die.* D. AUGUSTIN, Secretary.

THE CONSTITUTION.—Speaking of this gallant old frigate, the New York Star says:—

"She lies off the Battery, and is in excellent condition, her deck adorned with the same immortal shot and shell by the took the Guerriere, and will carry a crew of 400 men, presenting a specimen of naval architecture, and beautiful rig, and neatness of arrangement, which attract many visitors. No one can walk the deck of that noble vessel without the thrilling associations of superior gallantry and patriotism that which they will meet their former patronage, by keeping a good article. The Louisiana seed store will reopen at the same place about the middle of October next. ..... THOS. PRINGLE & CO

Official drawing of the Louisiana Lottery, class No. 19

67, 17, 50, 37, 19, 74, 22, 75, 30, 68, 72, 34.

THIS AFTERNOON AT 6½ O'CLOCK.
CAPITAL PRIZE.
$10,000.
10 prizes of $1,000 $10,000
Tickets only $2 50.
LOUISIANA LOTTERY.
Authorized by act of legislature, chapter 1.iii. passed March 21, 1836.
Class Extra 68, for 1839.
To be drawn on THURSDAY, May 30th, 1839, AT THE EXCHANGE HOTEL,
at half past 6 o'clock, p. m.
D. S. GREGORY & CO.
Successors to Yates & McIntyre, Managers.
78 numbers—12 Drawn Ballots.
SCHEME.

1 Prize of	$10,000	is	$10,000
1 "	2,000	"	2,000
1 "	1,354 80	"	1,354 80
10 "	1,000	"	10,000
10 "	500	"	5,000
			30,316 Prizes amounting to $136,935 80

Tickets only $2,50; Halves $1 25; quarters $62 cts. Certificate of package of 25 whole tickets for $30 00. Shares in proportion. Packages or single tickets for sale at the Manager's office, 35 Canal street. mo30

19, 36, 28, 46, 47, 11, 66, 63, 54, 32, 38, 18, 50, 17.
Are the drawn numbers in the Free School Lottery, Class 89.

TO-MORROW,
In the Arcade, at half past 6 o'clock in the evening
CAPITAL PRIZE—$12000!
$3,000, $2,000, & of $1,000.
Tickets only $3
FREE SCHOOL LOTTERY.
Class D,
Will be drawn on Friday, May 31st, 1839.
At half past 6 o'clock, P. M. in Banks' Arcade, Magazine street.
J. K. MEAD, MANAGER.
D. BLAIR & J. BEARDSLEE, AGENTS.
75 numbers—12 Drawn ballots.
SCHEME.

1 Prize of	$12,000.		$12,000.
1 "	3,000.		3,000
1 "	2,000		2,000
1 "	1,500		1,500
6 "	1,000		6,000
10 "	400		4,000
10 "	300		3,000
			27,814 Prizes, amounting to $147,814

Tickets $3, halves $1 50, quarters 75.
Packages of 25 full tickets cost $75, warranted to draw $36, and may draw the four first captains amounting to 18,500 dollars.
Certificates of packages $44. Shares in proportion.
Tickets single or by the package, for sale at the Manager's, No. 8, Arcade. mo30

Drawing of the Grand State Lottery, Class 66
Extra for 1839.
48, 67, 57, 5, 59, 49, 29, 15, 54, 32, 60, 24.
THIS DAY
8,000 DOLLARS CAPITAL PRIZE.
TICKETS ONLY $2 00.
GRAND STATE LOTTERY.
Class No. 44 Extra.
Authorized by the Legislature of the State.
To be drawn on Wednesday, May 29, 1839, at 7 o'clock, P. M., at Bishop's Hotel, Commons st.
S. DAVIS & Co., Managers.
75 Numbers—12 Drawn Ballots.
SCHEME.

1 prize of	$8,000		$8,000
1 do	2,000		2,000
1 do	1,000		1,000
3 do	1,000		3,000
2 do	500		1,000
3 do	400		1,200
			27,814 Prizes, amounting to $61,600

Whole Tickets 2 00; Halves $1 00, Quarters 50 cts. Packages of 25 Whole Tickets for $50 00, warranted to draw at least $34 00. Packages of 25 Half tickets for $25 00, warranted to draw at least $19. 00.—Packages of 50 quarter tickets for $12 50, warranted to draw at least $6 00.
For packages or single tickets, apply at the *Manager's* office, 16 Chartres street, and at the corner of St. Louis and Chartres streets. mo30

MARINE INTELLIGENCE.

PORT OF NEW-ORLEANS.

CLEARED.

Ship Florence, Jenkins, New York — A Fisher
Brig Emerald, Perry, New York — G Beckin
Brig Lecanc Fredrick, (Br) Schelberg, Havana — Hagedorn & Cramer
Brig Lucifer, McMillan, Tampa Bay — Wheaton & Co
Brig Ann Parker, Nickerson, New Orleans — S Jones
Schr Richard, Mckenzie, Mobile — master
Schr Curlew, Lamoudy, Charleston — J A Brelh & Co
Schr Preference, Robson, Mobile — J P Kennedy
Schr Charlotte, Black, Pensacola — master

ARRIVED.

The boat Tennessean, Pendy, from the N B Pass—the steamboats ...., Harrison, Hampton, Bulk, Engineering and Bayswater, returned to the city with ships Ambassador, Columbus and Berg Hero. Left the last ship at the mouth and brought in the offing; brig Kosciusko two other ships in the river.

Ship Columbia, (of Alexandria) Simons, 63 days from Havre—in ballast—to master.

Ship Ambassador, Hall, from Liverpool, 35th April—bound to Natchez.

Brig Hesper Whiting, 8 days from New York—to master.

Brig Pearl of Columbia, Wheeler, 40 hours from Galveston, to Hewitt & Voorhees.

Steamboat Brian Boru, Gage, California, from Stroughport.

Steamboat Rescue, Carroll, from Cincinnati.

Steamboat Kingston, Austin, from Louisville.

Steamboat Burton, Hayward, from Opelousas.

Steamboat Washington, Bird, from Lafourche.

Steamboat Lafayette, Watters, from Mobile.

Steamboat Lady of the Lake, Griffin, from Pass Pondhagan.

Steamboat Gladiator, Jones, in tow.

Barge No. 1, Wilkcomb, from Covington—sd sugar.

MEMORANDA.

Steamboat Lady of the Lake crossed Pass a L'Outre at 8 AM 28th inst—no report of the ship Columbus, from Pass—passed with boat Phenix coming up with barge Grand Tuck, from Mississippi and a schooner; Glasgow with barque Harry, off—other barque, and four lumber—down; Napoleon—sugar—sd; Lucifer, including ships Cora Stinson, Carolina, Cherokee, brig Lucifer, and schr Ann Parker, for Havana.

At Tobacco, 9th May, ship Ann Parker, and schr Daniel Pratt, loading for the Havana.

Steamboat Kosciusko left Louisville 22d inst—reports 4½ feet water in the Ohio and falling; passed Ambassador lying on a Grand Chain—by loading aground at Cumberland.

Steamboat Rescue left on her downward trip, at 8 p m—reports 3 feet water in the Ohio and falling fast; Vicksburg aground foot of Cumberland Island; Mobile engineers and shipwrights busy in keeping a boat from leaving; 19 miscellaneous, 35 coals ...

Schr Ann Parker, Nickerson, from Mobile, 8th May, to Wallace & co, 125 cedar, to Wood & Bennett; 9 bales cotton, Lacoste & Mazureau; 1 Brander, McKenna & Wright; 75 Gaff & co; 20 Richey, Hartley, Davis & co; 10 Mercier, Lacoste & co; 5 Duck & co; 5 Bergevin; 5 Duck & co; 1 Bergevin; 1 Duck; Sumner & co.

Schr Ann Parker, Nickerson, from Pensacola, 12th inst, to Gaff & co—1 bale cotton, Hall & co; 3 bales, Mitchell, P M Roberts, Fox & Dunbar; 2 sills leather, do; 1 Materre, 25 ties mahogany, Allen & Mitchell.

Per steamboat Rescue from Cincinnati—262 bales pork to Brillo & co; 2 2-2 bals half do do; 1 bundle do; 104 bbl pork; 2 barrels lard, Gaff & co; 1 do, Boothman; 6 bales rope, W M Curtis; 1 machinery, Lambeth & Compton; 1 do, Ferry & bros.

Per steamboat Brian Boru from Shippingport—54 bals cotton to W M Bunt; 6 Stewart, Cobb & co; 41 Landreth & Thomson; 24 Taylor, Gardner & co; 1 bales dry skins, Hall; 1 E Morton; 2 bales sheet iron Rees & Hawthorn; 1 do, Lessing & Phillips; 1 case A Leduc & co; Cabing & co; 1 do, Ferry.

Per schr Rebecca from Springfield—9 bales cotton to order.

Per schr Minerva from Barranca—65 bales sugar and 8 hhds sugar to order.

Per barge No. 1 9 bales cotton to Burke, West & co; 74 do, Smith & Thompson; 17 do J Lalande; 9 S W Oxley; 11 do W B Lamar; 15 do order; 20 do S W & C Fairly.

An ordinance establishing an uniform rate of duties on hawkers, pedlars public houses, taverns, &c. in the three municipalities of New Orleans.

The general council ordain as follows:

Article 1.—A tax of $20 per annum, payable in advance, shall be paid by each hawker or pedlar into the treasury of each of the municipalities, on a licence which receipts the mayor shall be empowered to issue licenses, which such and hawkers and pedlars shall be privileged to trade within the limits of the municipalities respectively; it being also ordained that each of said licences shall expire on the 31st day of December in each year, without any allowance or abatement whatever being made for any intermediate time which may have elapsed between the date of issuing of said licences and the expiration, and further, that they shall pay $1 for each licence so issued; provided that such hawkers and pedlars as may have obtained licenses, yet unexpired, under the ordinance approved 10th June, 1836, shall ah their expiration, receive new licences up to the 31st December, 1839, on their paying for same a sum *pro rata* with the then unexpired time of the present year only, shall $1 for each license, without which they shall not be permitted to traffic.

Article 2.—Shall keepers for fruits shall pay $40 annually, payable quarterly in advance, for the $ shall $1 for each licence, the term of which shall expire on the 31st December in each year; subject to be collected by the municipality within whose limits each stall may be permitted and established.

Article 3.—All grog-shop keepers taking whole licenses shall pay $300 per annum, payable quarterly, in advance, and $1 for cost of license.

Article 4.—All grocery store keepers taking a half-license shall pay $200, payable quarterly in advance, with $1 for cost of license; provided that any and all grog-shop keepers and grocery store keepers are hereby specially prohibited from selling or distributing to slaves any description of spirituous liquors and grocery store keepers from retailing liquors, by quantity less than a pint, under penalty of not less than $50 nor exceeding $100 for each contravention, which clause in this ordinance shall be printed at the foot of their respective licenses.

Article 5.—All soda water retailers shall pay $5 per annum, payable in advance, and $1 for cost of each license.

Article 6.—All persons keeping a hotel or public boarding house shall pay an annual tax according to the number of boarders or lodgers who may be accommodated in each establishment, viz: Hotels or boarding house shall pay less than 300 per annum. Any person keeping a private boarding house, without lodging, accommodating only a number of boarders not exceeding five persons, shall be exempt from the tax aforesaid. Shall capacity to be ascertained and verified by the collectors of said taxes.

For keeping an eating house or restaurant—that is, a house in which there is no bar for the distribution and sale of liquors, and which are drank daily during meals per annum, ... $100

For keeping a public coffee-house—that is, with a bar for the sale and distribution of liquors per annum 300

For keeping a boarding house for laborers and seamen, but without a bar for the sale and distribution of liquors being attached thereto, ... per annum, 50

But if with such a bar attached thereto, or in any other building or place adjacent ..... per annum 300

Article 7.—All sellers of markets of beer shall pay $10

Article 8.—All persons keeping billiard tables shall pay for each table, ... per annum 50

Article 9.—Any one of said taxes, excepting that on hawkers and pedlars and that on soda retailers, shall be paid quarterly in advance, with $1 for each licence and shall accrue to the municipality within which said establishments are situated, and each license shall terminate on the 31st day of December in each year. Provided that all licenses issued previous to the promulgation of this ordinance shall be returned to the mayor and the remaining quarterly payments full up and new ones shall be issued in such cases as may be necessary, so as to conform to the provisions of the present ordinance.

Article 9.—The present ordinance shall have force and effect of law after ten days' promulgation thereof by the mayor.

Article 10.—All ordinances, or their parts, relative the above-mentioned taxes and their collection, which are not contrary to the present ordinance, shall remain in full force and effect; but if opposed or contrary thereto, they shall be, and are hereby repealed.

On motion of Mr. Caldwell, the rules being dispensed with, the following ordinance, was adopted, with an amendment offered to the 5th article by Dr. Rogers:

An ordinance relative to public carriages for hire in the City of New Orleans.

Whereas much inconvenience to all citizens, and especially to strangers, exist from the imperfection of an *Ordinance relative to public carriages for hire, approved April 10th 1839:*

1st. From the highrate at which is fixed the price for conveyance of passengers within the incorporated limits.

2d. From the high rate fixed for conveyance from the incorporated to unincorporated limits.

3d. From the want of a fixed rate of conveyance of passengers between sun down and day-light.

4th. From there being no rate fixed for carrying passengers from the City to the Lake by way of the Bayou road or new Canal Shell road. Therefore the council of the three municipalities in general council convened, ordain as follows:

Article 1st. From and after the promulgation of this ordinance, any owner or driver of a public carriage for hire, plying in the incorporated or unincorporated limits of the three municipalities shall be bound to take passengers to any part of the incorporated or unincorporated limits of the three municipal