The New-Orleans Bee.

No 130: VOL V.—NEW SERIES. NEW-ORLEANS, SATURDAY MORNING, SEPTEMBER 23 1843. VOL XVIII—WHOLE NO. 4406

Official Journal of the State,
GENERAL & THIRD MUNICIPALITY COUNCILS.

BY BULLITT, MAGNE & CO.,
NO. 81 CHARTRES STREET.

TERMS OF THE BEE.
SUBSCRIPTION.

Daily Paper, one year in advance, - $12
Country Paper, tri-weekly, one year in advance, - - - 10

No subscription taken for less than a year. In all cases, whether the subscription be for the paper only, or for the paper and advertising, it will not be considered as discontinued on the part of the subscriber, unless one week's notice in writing be given previous to the expiration of the year.

ADVERTISING.—One dollar per square, for each language of the first insertion, and half that price for each subsequent one; any alteration from the original advertisements will be charged as a new one. TEN lines form a square from ONE to TEN lines, charged as a square.

ADVERTISEMENTS not specified as to time will be published one month, and charged accordingly.

Advertisements inserted at intervals will be charged $ per square for each language and for each insertion.

YEARLY ADVERTISEMENTS.

Merchants and Traders, in French and English, $60
Commission merchants, ship and steamboat factors, do, 50
Banks, insurance office, public institutions, 50

To advertisers in either French or English only, a reduction of 25 per cent will be made on the above prices, payable yearly in advance.

The privilege of annual advertisers is limited to one square in extent, and three changes per week.

ADVERTISEMENTS out of the direct line of business of the yearly advertiser, such as legal, auction, and plantations sales, houses or lots of ground to let lease or sell, runaway slaves, stray animals, &c. &c. will be charged or separately and at the ordinary rates.

NOTICES OF ARTICLES of a personal nature, when admitted, will pay two dollars per notice, payable in advance.

Theatres and other places of amusements, advertising daily for the season, to be charged 100 dollars either French or English only, and 150 dollars for both languages.

MARRIAGES AND OBITUARY NOTICES.—Articles calling the attention of the public to sales of property, cards, of passengers, boarders, &c. &c. will be charged one dollar per square, for the first insertion in each language.

BANKRUPTCIES.—No advertisements of bankruptcies will be published in any case, unless paid for in advance.

All announcement of Candidates for political offices shall be charged double the price of other advertisements.

BULLITT, MAGNE & Co.

CARDS.

TO PLANTERS, DRUGGISTS, PHYSICIANS, &c. The subscribers have supplied with a large and well assorted stock of fresh medicines of the best quality, which together with paints, oils, turpentine, &c, they offer to country dealers and planters upon the most reasonable terms.

JARVIS & ANDREWS,
30 Common st and 7 Canal st Raw.

CHANGE OF RESIDENCE.

DATAILLE & BRIET, now absent for the purpose of purchasing goods, inform the public that their store, from and after the 1st October next, will be transferred to No. 86, opposite the Bank.

NORCROSS & FOSDICK,
No. 6 Carondelet st Slaughter street.

H. DE GOER & RIFFLARD,
Importers of French, English, & German Dry Goods,
ALSO DEALERS IN
DOMESTIC MANUFACTURES
AND ALL KINDS OF
NEGRO WOLLENS AND COTTONS
For Plantations.
H. De Goer, Paris. J. Riffland, New Orleans.
New Orleans, No. 30, Chartres street.

OCEAN INSURANCE COMPANY,
OFFICE, 84 CAMP STREET.
Cash Capital $300,000.
Insures against Fire, Marine, and River Risks.
WM. A. GASQUET, *President.*
Chas. Bancos, Sec'y. 1y 24

LINDLEY AND RUSSELL,
Commission and Forwarding Merchants,
96 Tchoupitoulas st street.

GEORGE BEDFORD,
COMMISSION AND FORWARDING MERCHANT
No. 67 Common Street.
New Orleans. 118

FOSDICK & BROTHER,
Commission and Forwarding Merchants,
No. 66 Camp street,
New Orleans.

T. & S. TOBY & BOGERT,
COMMISSION AND FORWARDING MERCHANTS,
No 70 Camp Street,
New Orleans.
Thomas Toby. Samuel Toby. George C. Bogert

NORCROSS & FOSDICK,
Commission & Forwarding Merchants,
Agents of the Boston Sugar Refinery.
A. NORCROSS,
New Orleans, Sept. 1, 1843. WM S FOSDICK.
40 Gravier st

PEET & MORTON,
(FORMERLY PEET AND DORVE),
WHOLESALE DRY GOODS DEALERS,
No. 17,
Chartres Street, New-Orleans.

ISAAC BRIDGE,
Commission and Forwarding Merchant,
And Agent for the sale of Robertson & Rich's Improved Salamander Iron Safes, and
Amos Stevens' Patent Balances,
76 Magazine street

WILLIAM DAVIDSON, COMMISSION MERCHANT,
No. 81 Canal Street,
New Orleans.

A WAGON will be made by the undersigned on Cedar Grove st, from green cotton, to be delivered in New York.
sept 20-4t* CH. DUFOUR.

A CHANCE FOR PLANTERS.—The undersigned will receive cotton in exchange for Bagging, at the rate of 1 yard for 1 pound of cotton, delivered in New York, or in exchange for Rope, at the rate of 1 pound for 1 pound of cotton, delivered in New Orleans.
sept 20-4t* CH. DUFOUR.

NOTICE.—Messrs. North & Brothers are alone authorized to receive letters for, or attend to any unsettled business of the late firm of Peet & North, during the absence of the New Orleans partner, Mr M North.
New Orleans, 24th July, 1843.
PEET & NORTH, in liquidation.

NOTICE.—During my absence Mr. G. LEGENDRE is charged with the business of H. Peloz & Delsuc in liquidation.
CH. DUFOUR, Liquidator.

Mr. ALEXANDRE WIEDEMAN will superintend my business during my absence. CH. DUFOUR.

NOTICE.
THE subscribers have this day associated with them in the Commission and Forwarding Business, Mr. James L. Carman, and the business will in future be conducted under the style and firm of
HARTWELL, KIDDER & CARMAN.
A. C. L. Hartwell. Thomas H. Kidder. 1y3

HARTWELL, KIDDER & CARMAN,
General Commission and Forwarding Merchants.
No. 41 Poydras street.

AR. MILTENBERGER, COMMISSION MERCHANT,
21 Old Levee.

TOBACCO—100 bales Kentucky leaf tobacco, for sale by O H MIESEGAES, 26 Old Levee

MARSEILLES WINE—in casks; superior quality, for sale by J E LOREILLE,
corner of Royal and Maine streets.

ABOYNTRE, Kirsch, Capers, &c. for sale by J E LOREILLE,
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FLOUR—50 bris superfine, St Louis brand, in store and for sale by T & S TOBY & BOGERT,
70 Camp st

WRAPPING PAPER—400 reams landing from ship Berlin and for sale by FROST & CO, 10 Magazine st.

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EXCHANGE ON LONDON—For sale by HEWITT, HERAN & Co, 65 Camp st

Steam Packets.

STEAMER HIGHLANDER, Captain A. Brother, for ST. LOUIS—This splendid boat is now ready to receive freight and will leave for the above and intermediate ports on Monday the 25th inst, at 4 o'clock, P. M. For freight or passage, having splendid accommodations, apply on board, or
JOHN R SHAW & Co, Agents.

Passenger steamer CASPIAN, Capt. Robt. H. Freeland, for ST. LOUIS.
This splendid, new and fast running steamboat is hourly expected to arrive, and will have immediate dispatch onboard. For freight or passage, having superior accommodations, apply to JOHN R SHAW & Co, Agents, 24 Poydras st.

PITTSBURGH WEEKLY PACKET—BY STEAM—The splendid low pressure Steam packet CINCINNATI, will arrive from Charleston about the first of October, and will immediately commence her regular trade, under the command of Capt. P. C. Gillett, where she will run as a regular weekly packet to New Iberia, throughout the season. For further particulars or information, apply to JOHN HALL, No 1 Front Levee st.

FOR THE PARISH OF PLAQUEMINE AND BALIZE, The GOV. YELL, Captain Augustin Larose, will leave for the above ports, every Thursday at 10 o'clock, A. M. For freight or passage apply on board, opposite St Louis street, or to JACQUES LAROSE, 71 Old Levee

N. B.—Mr. Jacques Larose having purchased from Mr Martin Jourdan his share and interest in the Gov. Yell, will in future remain alone charged with the management of said Boat.

U. STATES MAIL STEAMER BRILLIANT WEEKLY PACKET FOR THE COAST, Donaldsonville, Paquemine, Baton Rouge, Port Hudson, Waterloo, Bayou Sara, Point Coupee and Tunica.

Capt. J. Hart having made arrangements with the Chiprem to carry the Mail on Sunday, the splendid double engine steamer BRILLIANT, will hereafter leave New Orleans every Wednesday, at 10 o'clock, A. M. and Bayou Sara every Saturday, at 12 o'clock, M. and arrive in New Orleans early next morning. The rate of passage, &c. &c. is the same as charged by all good packets plying the coast. For freight or passage, apply on board or to WM H AVERY, 68 Gravier st

NEW ORLEANS AND BALIZE PACKET. The steamer FAME, Capt Jourdan Martin, will leave this port for the Balize and all intermediate landings, every Saturday morning, at 9 o'clock precisely. For freight or passage, apply on board opposite St. Louis street, or to DUBOUYT & TEULADE, 23 Toulouse st.

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FOR PRESIDENT OF THE UNITED STATES,

HENRY CLAY.

WHIG CANDIDATE

FOR RECORDER OF FIRST MUNICIPALITY,

GUSTAVE CRUZAT.

NEW-ORLEANS:
SATURDAY MORNING, SEPTEMBER 23, 1843.

TO THE POLLS.

FELLOW CITIZENS of the First Municipality: You are called upon this day to decide by your suffrages in favor of one of the two candidates for the office of RECORDER, made vacant by the demise of the lamented PAUL BERTUS. The gentleman unanimously selected by the whig party is Mr. GUSTAVE CRUZAT. The candidate of the locofocos is Mr. JOSEPH GENOIS. We will make no invidious comparisons between the two. We are content to base our eulogy of Mr. CRUZAT upon his own merits, without impeaching the qualifications, or calling in question the capacity of his antagonist. Mr. CRUZAT is a resident of the First Municipality, a creole of the state, a gentleman well and favorably known to almost every division of the municipality. Fully competent for the station to which he aspires, he will, if elected fulfill its arduous duties with a rigid justice and impartiality, of which his manly integrity and high and honorable demeanour afford the surest guarantee. Upright and scrupulously just and honest himself, he will most out undeviating justice to others. No stronger or better security for the faithful performance of the duties of Recorder can be required, than the possession of every excellent quality and correct principle that can ennoble human nature.

FELLOW WHIGS, it is in your power to-day, to efface the stigma which the result of the July election imprinted on your hitherto unsullied escutcheon. Will you not rally to the glorious work, and prove by your votes that you can wrest from the enemy a citadel which they but lately stormed and carried by surprise? We do not entertain a shadow of a doubt, that the whig party have a majority of the legal voters of the First Municipality, and we are thoroughly convinced, that *they are fully able to redeem this section of the city* from locofoco sway, and triumphantly elect Mr. CRUZAT. The enemy know that we have the strength and their main hope is, that partly from apathy (that curse of our party) and partly from the absence of large numbers of whig voters, we may be unable to exhibit it at the polls. Up fellow whigs and show them their error. Let us prove to locofocoism, that apathy no longer benumbs our exertions, and that in spite of our temporary losses occasioned by the departure of our friends, we still have strength enough to breast its advances and drive it discomfited into obscurity.

Rally then, ONE AND ALL. You have a candidate and a cause equally worthy of your best efforts.—Give but a few brief hours to them both, and your success is certain.

Our naturalized fellow citizens will bear in mind, *to-morrow*, that should the whig candidate be successful, Mr. Freret will consider himself one of being re-elected next year; and remember, that Mr. Freret has declared that no one but a native citizen is worthy of holding office in this country. Recollect that that doctrine proscription is part of the whig creed and is put in practice whenever an opportunity offers.—*Courier.*

It is a common practice of the locofoco party to put forth some unfounded charge upon their adversaries just on the eve of an election, when timely refutation is difficult, and the calumny has a chance of working the mischief contemplated. A sample of this is furnished in the above paragraph from last evening's *Courier*. We request our naturalized fellow citizens to remember that so far from Mr. FRERET's declaring that no one but a native citizen is worthy of holding office in this country, when elected Mayor of the city five months ago, *his first act was to appoint as his Secretary* Mr. EUGENE ROUSSAN, *a naturalized citizen.* So much for the truth of this groundless allegation. It is an impotent attempt to revive public excitement against the Native American Association—a society no longer in existence, and whose principles Mr. FRERET has given the best practical evidence of having renounced.

We should like to know, too, what Mr. GUSTAVE CRUZAT's election has to do with Mr. FRERET's declarations, real or imaginary. The whig naturalized citizens will, we are persuaded, laugh at these paltry attempts to cajole them into the support of locofocoism.

COMMITTEES OF VIGILANCE.

We trust that the several Vigilance and Challenging Committees will be on the alert at the various Wards. It is not at all improbable that certain residents of the Second and Third Municipalities may offer to vote in the First. They should be marked, detected and punished.

BRING YOUR TAX RECEIPTS.

The voters would do well to provide themselves with their tax receipts, on going to the polls. This wise and simple precaution will prevent any difficulty or delay. We scarcely believe that obstacles would be designedly thrown in the way of the voters, but it is well to guard against such contingencies.

WHIGS OF THE FIRST WARD.

Upon your personal efforts will the result of this day's election, in a great measure, depend. The *Courier* thinks you crippled, and calculates to reduce you to the meagre majority of 40 votes. We know what you *can do*, for we know what you *have done*. It is fully within your power to double the majority allowed by the enemy. Do this and you will have contributed to ensure the election of GUSTAVE CRUZAT.

☞ The high pressure, upper cabin, steamer *Norfolk*, leaves the lake end of the Railroad for Mobile touching at all the waterin-places, this morning after the arrival of the half-past nine o'clock cars.

CHARITY HOSPITAL.

Report for the twenty-four hours ending at 6 o'clock last evening.

Admitted	36	
" of Yellow Fever	16	
Discharged	14	
" of Yellow Fever	3	
Deaths	4	
" of Yellow Fever	4	

Yellow Fever patients remaining in Hospital, 78.

☞ The next mail will probably bring us the verdict of the jury in the case of Carter, which has been protracted to most unreasonable length. The general belief *is that the prisoner will be acquitted.*

MICHIGAN.—The locofocos of Michigan, in State Convention, have nominated the present Governor HARRY and Lieutenant Governor RICHARDSON for re-election. The election occurs on the first Monday in November.

HEALTH OF MOBILE.—The Board of Health reported on the 20th, four more cases of yellow fever, as having occurred within the preceding twenty-four hours. The disease it is said, presents a very malignant and uncontrollable aspect.

☞ It is currently reported, says the New York *Courier & Enquirer*, that the popular actor, Mr. HACKETT, is about to withdraw entirely from the stage, and resume mercantile pursuits, whenever, it may be remembered, he was once largely and actively engaged in this city.

[illegible] Vermont. It is not quite certain whether Maine has elected by the people. For Congress the whigs have two certain and probably three—the locos probably none. In both branches of the legislature the whig majority is very large.

A FIRE broke out in Baltimore on the morning of the 13th inst., in the fashionable clothing store of Wm. H. Bayzand, corner of Baltimore and Hopkins streets.—The flames were soon arrested, but the loss of goods is very considerable.

NAVAL.—The U. S. brig *Oregon* arrived at Baltimore on the 14th from a cruise. She is manned entirely with apprentices and is employed by the Navy Department for the purpose of affording the boys practical instruction in seamanship, navigation, &c.

NEW JERSEY.—The whigs of the Fifth Congressional District have nominated Wm. B. Kinney of Essex, as a candidate for Congress. Hon. John B. Ayerigg of Hudson, was appointed delegate to the National Convention, and Gen'l Abraham Godwin of Passaic, the alternate.

☞ The whigs of the XXth Congressional district in Ohio—a part of the North ern Reserve, where Abolitionism flourishes—have nominated J. A. Harie, editor of the *Cleveland Herald*, as a delegate to the National Convention, and passed resolutions in favor of HENRY CLAY. It seems the sturdy whigs of that district don't care a fig for the abolitionists.

☞ The funeral of the late Mr. NICOLLET, in Washington, was attended by all the most respectable citizens, including members of the clergy from Baltimore, Georgetown and Washington, the Mayor of the city, Col. Abert, Chief of the Corps of Topographical Engineers, officers of the Army, &c.

A NEGRO JURYMAN.—A correspondent of the New York *Courier & Enquirer*, writing from Buffalo, mentions that one Abner H. Francis, a black man, who had the wool shaved off his head, and its place supplied by a wig of straight black hair, had been drawn as a juror, and was then sitting about by jurors in the jury box with eleven white men. The writer hopes that if this be true, the mystery in the transaction may mark for the capacity coming of the mental day of the white jurors.

At a meeting of the Democratic Whig Association of Municipality No. One, held last evening, the following gentlemen were selected to compose the CHARGING COMMITTEES at the election of Recorder this day:

J. F. PEPIN, GLENDY BURKE, EDWD. BARNETT,	1st Ward.
EMILE BARTHE, BENJN. VAN OSTERN, R. A. LEFEVRE,	2d Ward.
CHRISTIAN ROSELIUS, SIMON VIOT, JOSEPH MAUREAU, P. DEVERGES, Jr.	3d Ward.
ALPH. CANONGE, F. MOONEY, LOUIS BERE.	4th Ward.
P. BUISSON, L. SURGI, L. RABASSA, HY. ST. PAUL.	5th Ward.

SATURDAY, 23d September 1843.
J. A. QUEMPER, Secretary.

PARTICULARS OF THE LOSS OF THE CLIPPER.

The steamer *Buckeye* arrived early yesterday morning, and brought copies of an extra of the Bayou Sara *Chronicle*, which contains the particulars of the disastrous explosion on board the *Clipper*:

DREADFUL EXPLOSION!

DESTRUCTION OF THE STEAMER CLIPPER.—*Great Loss of Life!*—If has become our mournful duty to record one of the most terrible catastrophes which has ever happened on the Mississippi. Yesterday, at about a quarter past 12 o'clock, as the steamer Clipper No. 1 was backing out from her mooring at our landing, she blew up with an explosion that shook earth, air and heavens, so though the walls of the world were tumbling to pieces about our ears. All the boilers bursting simultaneously—machinery, cast fragments of the boilers, huge beams of timber, furniture and human beings in every degree of mutilation, were alike shot up perpendicular many hundred fathoms in the air. On reaching the greatest height, the various bodies diverged like the jets of a fountain in all directions—falling to the earth, and upon roofs of the houses, in some instances as much as two hundred and fifty yards from the scene of destruction.

The hapless victims were scalded, crushed, torn, mangled and scattered in every possible direction—many into the river, some in the streets, some on the other side of the bayou, nearly 300 yards—some torn asunder by coming in contact with pickets and posts, and others shot like cannon balls through the solid walls of houses at a great distance from the boat. All in front of the wheel-houses appears as though swept by a whirlwind. But any thing like an adequate description of the scene of wreck and ruin is utterly out of the question. What remains of the hull has been finally hashed to the shore, but it seems to have broken in two and partially sunk. She had just taken on board at the rail road depot, about 86 bales cotton, nearly all of which, together with the money chest, and most of the cabin furniture, we are glad to learn, has been saved.

We immediately repaired to the spot, and hurried distinctly bent our steps towards the temporary hospital hastily prepared for the reception of such as might be found to retain a spark of life. The scene was such as we cannot attempt to describe. The floors of the two large ware-rooms were literally strewn with the wounded and dying, and others pouring in as fast as it was possible to convey them—praying, groaning, howling and writhing in every possible contortion of physical agony. In the midst of this confusion, also upon their cots in oil and cotton and bandages, we found our praiseworthy physicians—like good Samaritans doing good—quietly and silently, but with the energy and activity of fifty pair of hands—now amputating a burst, now dressing a wound, and anon splintering a fractured limb. Indeed our citizens generally, every man and mother's son, appeared only anxious as to know how they might render most good and most service to the poor sufferers—white and black, without distinction.

The following are the most important particulars, as far as we have been able to gather them:

The crew consisted of 1 captain, 1 mate, 2 clerks, 3 engineers, 2 pilots, 1 carpenter, 1 watchman, 1 chambermaid, 5 stewards, 3 cooks, 15 firemen, 8 deck hands.

Passengers—L. Thomas, missing; P. B. Monsanat, commission merchant, New Orleans, and one small boy wounded.

Deck Passengers—One wounded, two not hurt.

Capt. Laurent escaped unhurt. Mr. Beasy, chief clerk, missing, and the 2d clerk hilled; John Tuner, chief engineer, badly wounded. Wm. Sumter, 2d engineer, thrown 150 or 200 yards through the roof and gable end of a house, into the back yard against the fence—one arm broken, and fearfully bruised and scalded over the trees. Wm. Nelson, f. m. c., killed. Arnault J. Lavaud, pilot, missing. William Will, pilot, killed. John Peterson, mate, badly scalded, though likely to recover. Gabriel Pilot, carpenter, missing. Wm. Shaw killed. Chamberlaine saved unhurt. Stewards all killed or missing. Two of the cooks killed, and one wounded. Eight firemen killed or missing. Four deck hands killed or missing.

It may be well enough here to state, that all those we have put down as missing are doubtless dead, as every search has been made in the vicinity to recover their bodies in vain. They have doubtless found a watery grave.

The remains of those picked up on shore, were interred decently.

The watchman, a white man, was thrown, alive, 100 yards through the solid wall of Bacon's Hotel, into a bed. He retained his senses perfectly for some time after, but the poor fellow expired during the evening.

The white boy was thrown 200 yards, through the roof of a shed, and was picked up in a mangled condition.

"Mr. Thomas, a grocer of Bayou Sara, had but just taken leave of his wife and family and stepped on board when the explosion occurred. His wife and child, and another lady and child who happened to be with her, have the sympathy of a small community in the town, down to ascertain the cause. They had scarcely done so, when, with a deafening crash, (driving in a third of the entire roof in its direction,) lay a vast fragment of the boiler—a piece of it upon which they had just quitted".

P. S.—Since the above was in type, we have learned the death of another of the firemen.

THE TRIAL OF SHIPMAN, who ran away with funds entrusted to his care, and was caught at Springfield, Ill., has begun in New York.

FAT.—The N. Y. Journal of Commerce states that the fees of the clerk in the District Court, in bankruptcy c