The New-Orleans Bee

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TERMS OF THE BEE.

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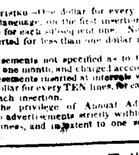
The New-Orleans Daily Bee

Wednesday Morning, Nov. 8 1848.



VICTORY, VICTORY.

ELEVEN HUNDRED MAJORITY FOR

TAYLOR & FILLMORE.

IN THE CRESCENT CITY.

The Presidential election in this city, after a most animated and exciting contest, in which an enormous vote was poured out, has resulted in a majority for TAYLOR in the neighborhood of ELEVEN HUNDRED VOTES. This magnificent triumph, which was achieved in the face of the most desperate and unprecedent exertions on the part of the Custom House and Government Officers, exceeds our own estimate some hundred votes, and exhibits a gain of about SEVEN HUNDRED votes over the election of '44, or enough of itself, to offset POLK'S entire majority in the State. We have never seen the two parties so more ardently, indefatigably for success, and yet despite the intense interest manifested, the election was conducted in almost every ward, with remarkable good feeling and tranquility.

The Third Municipality is entitled to the honors of the campaign. That Locofoco **strong**hold has been reduced by the gallant and glorious Taylor men. They merit a banner for their victory, which was won in the teeth of the boasts of their opponents, that Cass would have 400 majority.

All honor and glory to the Whigs and Taylor Democrats of New Orleans. They have battled manfully against the power, patronage, influence and money of the Government. We cannot positively state at this moment that Louisiana is safe for TAYLOR and FILLMORE; but the vote of the city added to such scattering information from the interior as we have been enabled to obtain, inspires us with the strongest hopes of a brilliant triumph. We believe that the home of ZACHARY TAYLOR will prove true to him, and manifest her attachment to the Thunderer of Buena Vista, by recording her Electoral vote in his favor, and in that of his true hearted and calumniated associate MILLARD FILLMORE.

THE ELECTION.

FIRST MUNICIPALITY.

	Taylor.	Cass.	Total
First Ward,	149	273	562
2d "	116	196	312
3d "	267	148	415
4th "	247	225	472
5th "	189	239	428
6th "	341	229	554
7th "	126	111	237
SECOND MUNICIPALITY.			
First Ward,	207	214	421
2d "	220	145	365
3d "	319	392	711
4th "	484	258	742
5th "	614	394	1008
6th "	584	341	929
7th "	341	473	817
THIRD MUNICIPALITY.			
First & Fourth Wd's	373	242	615
2d "	364	255	619
3d "	249	164	413
ALCALDES	81	200	281

RECAPITULATION.

	Taylor.	Cass.	Maj. Taylor.
First Municipality vote,	3,180	3,558	378
2d " "	3,022	3,615	593
3d " "	1,647	1,772	125
Total vote,			1,091
ALCALDES	Cass 281	Taylor 119	162
Maj. for Gen. Taylor Parish of Orleans			972

The number of votes polled in the parish of Orleans including Algiers, was 10,197; of which 67 were scattering.

Parish of St. Bernard.

	Taylor.	Cass.
1st Ward,	23 maj.	
2d "	11 "	
3d "	18 "	
4th "	4 "	41
5th "	7 "	
Total maj.	52	

Parish of St. Charles.

From 160 to 170 votes were given for Taylor, and 3 for Cass—as reported.

Parish of Jefferson.

Precinct of Gretna, maj. for Taylor, 53.

Parish of East Baton Rouge.

Maj. for Taylor in the city, 19

Parish of West Baton Rouge.

Maj. for Taylor in the city, 19

ORLEANS THEATRE.—Mr. Davis, the enterprising Director of the Orleans Theatre, arrived yesterday morning from France, with a select company of actors. The *debuts* of the new operatic troop will take place at the end of the present week.

LIBERIA.—The republic of Liberia has been recognized by the English goverment as an independent country, and President Roberts has gone to Paris in hopes to procure a speedy recognition by that country.

COMMERCE OF NEW YORK.—The New York *Sun* publishes a list of all the vessels at the wharves and ship yards of New York, Brooklyn, Williamsburg, and Jersey City, on a single morning of last week, which number 1,254, of 297,532 ton. This includes 91 steamboats, 141 ships, 70 barques, 96 brigs, 297 schooners, 317 sloops, 19 naval vessels, 13 steamships, &c.

POKE.—The Cincinnati *Commercial* of the 24th inst., says:—"Hogs are beginning to come into the slaughter. We saw several droves passing through the street yesterday. The work will soon begin."

TELEGRAPH DIVIDEND.—O'Reilly's line of telegraph between Louisville and Pittsburg, divides three per cent among the stockholders for the last three months. During that time $50,000 has been expended in putting up a second wire between Pittsburgh and Cincinnati.

WESLEYAN CHAPEL DESTROYED BY FIRE.—One of the largest and most elegant of the Wesleyan Methodist chapels in London was completely destroyed by fire one the night of the 1st inst. Rev. Dr. Dixon, who lately represented the British Wesleyan conference in this country, had preached one of the anniversary sermons on the evening of that day. It was insured.

UNITED STATES INSTRUCTING PRUSSIA.—It is stated that the government of the United States has offered to take on board of the American frigate, the St. Lawrence, in quality of midshipmen, four pupils of the Royal Marine School of Stettin, and to make them good officers. This offer has been accepted with gratitude by the Prussian government.

THE LANDED PROPRIETARY OF THE UNITED KINGDOM.—In 1775 there were in England 250,000 landed proprietors in capite, who were reduced in 1815 to 30,000, and now they do not exceed 10,000. In Scotland, there are only 3000, and in Ireland, 5644, land owners in capite, so that it may be said the 119,111 away power over 20,000,000 persons.

FORESTALLING THE CHOLERA.—The Washington city Common Council have adopted a resolution appointing a health committee on the part of each board, and a resolution requiring the Board of Health to take especial precautionary measures in view of the approach of the Asiatic cholera.

AFFAIRS AT VENEZUELA.—Capt. ELDRIDGE, of the brig *Elizabeth Felton*, arrived at New York on Saturday morning, 28th October, from Porto Cabello, whence he sailed on the 4th ult. reports as follows:

The brig *Wildgeon*, Capt. SPERS, of and from Philadelphia, and last from Laguayra, arrived at Porto Cabello on 30th ult., with troops, and was sold to the Venezuelan Government. The steamer Augusta, of New Orleans, arrived at Porto Cabello on the 2d inst. from Curacoa, and was chartered by the Government to proceed to Laguayra to take a load of troops to Maracaibo. She sailed on the 3d inst. All kinds of business were very dull, and the markets were well supplied with American produce. No freights to be had. Coffee scarce on the market.

On the 1st of October there was a battle fought at Coro, between the Government troops and the Paez party, in which the Government troops were victorious, having killed and taken prisoners about 600 of the Paez party. The Government fleet, consisting of five brigs and six schooners, was at Porto Cabello on the 4th, taking in provisions and water, and making the necessary preparations for an attack on the fort and city of Maracaibo. They were to sail for that place on the 8th of October. On the morning of the 4th, an embargo was laid on the port, but through my consignees, and the kindness of the Governor, we obtained a permit to pass the blockade. Gen. Paez, it was said, was at Curacoa, and his fleet at last accounts was at Maracaibo.

IMPORTANT INSURANCE CASE.—A case very important to marine insurers and insured, was decided in the New York Supreme Court on Friday. It is an action on a policy of insurance for $9,200, which was effected on the ship Jane, which left Rhode Island for a whaling cruise. The vessel started early in August 1843, and went direct to the North West Coast, where she began to fish, and so continued during the summer months. On the approach of winter, she moved down to the Coast of California, and there commenced what is called, in nautical language, "elephanting," which means taking sea elephants or seals in partnership with the Eagle.

The Jane subsequently went to the Sandwich Islands, and on the 15th of October, she left there on the homeward voyage, and has not since been heard of.

The court considered the proof of loss sufficient. As to the points of alleged deviation from the voyage, that was a question for the jury, under the testimony, whether such is legitimately a part of the proceedings in a whaling voyage. As to the vessels going into partnership with each other, it is not a deviation from the voyage unless the risk is increased. The jury considered that nothing had been done by the Jane to forfeit her policy, and gave a verdict for plaintiffs in $9,951 13, being the amount claimed.

AN IMPORTANT LAW SUIT has been commenced in the United States Circuit Court, now sitting in Philadelphia, to test the legality of the will of the late Peter Miller of Easton, Pennsylvania. He left property worth between 2 and 300,000 thousand dollars, prohibiting the sale of his real estate, and requiring the entire revenue of his estate to be loaned to farmers and mechanics purchasing property, who may find it inconvenient to borrow from banks—Should no one desire to borrow from the fund on bond and mortgage, then the trustees may expend the revenues of the estate in erecting and maintaining an asylum at Easton for poor and indigent widows and single woman. The first object of the bequest, it will be observed, is to establish a great banking fund. In one hundred years it would amount to above $34,000,000—this at 6 per cent. would produce an income of about five millions of dollars, and the capital would absorb all the moneys and property, directly or indirectly, of the county of Northampton, and half a dozen adjoining counties. Peter Miller, the only heir of the deceased, alleges that the residuary devise and bequest in the will of the deceased are invalid, being an attempt to create a perpetuity, and not having, for its primary leading object, any charity. This posthumous avarice, locking up so large an amount of capital of the country, is alleged to be a great evil to the Government, which the law will not tolerate.

THE FUNERAL OF MR. LEWIS.—The funeral of Hon. Dixon H. Lewis, took place in New York, on Friday, the eight living ex-Mayors of the city acting as pall bearers. Dr. Tyng delivered the address, and the remains were deposited in a vault in Greenwood Cemetery. The New York *Sun* says:

The body weighed alone 500 pounds, and with the coffin and lead 1100 pounds. Fourteen men could with difficulty carry it down.

At near one o'clock, the procession began to move. It was composed of the Pall Bearers in carriages; 1st Horse containing the body, Oriental Lodge, No. 68, of the Independent Order of Odd Fellows; State, Municipal and U. States officials, a great many distinguished individuals and the Tammany Society.

Robert Beall, Esq., Sergeant-at-Arms of the House of Representatives, arrived from Washington at such a late hour that his name was not inserted in the programme of proceedings, he however took part in the procession. He was empowered by Government to expend $10,000 in taking on the body of Mr. Lewis to Washington city, if necessary.

Gen. Scott and a number of other military men were present, but no uniform companies were out. The City Guards and Light Guards, the only military companies invited, did not parade.

FREE SOIL ELECTORS have been nominated in all of the New England States, New York, New Jersey, Michigan, Ohio, and Illinois, where there is also a liberty ticket, in twelve of the seventeen districts of Virginia, in Maryland, Iowa, Wisconsin, Pennsylvania and Missouri. In sixteen States full electoral tickets have been nominated, and in five a Gerrit Smith or Liberty ticket. In Maine, Connecticut, Rhode Island and Vermont, the electoral ticket will be successful which receives the greatest number of votes. In Massachusetts and New Hampshire, there must be a majority over all, or the State Legislature will make a choice. In most of the States the highest number of votes secures the success of the electoral ticket. In South Carolina the old Legislature makes choice of electors, or rather carries the electoral vote of the State.

MULTIPLICITY OF CANDIDATES.—*Mike Walsh*—In the fifth Congressional district of New York, comprising three wards of the city, the democratic convention having nominated Mike Walsh for Congress, the minority have brought forward David C. Broderick, the defeated candidate two years since. The free soil men have brought forward Mark Spenser, Esq., a merchant over sixty years of age. The whigs have long been trying to make a nomination, but the friends of Mr. John W. Lawson refuse all compromise, and now Roderick N. Morrison, Esq., offers himself as the whig candidate. There is an independent candidate also, Oliver Holden, Jr., who goes "freely" for every thing being "free."

ARRIVAL OF THE SARAH SANDS.—This steamship arrived at New York early on Saturday morning, from Liverpool the 11th inst—making the passage a little over 16 days. Thus New York had three steamships from England in the latter part of last week—the Europa, United States, and Sarah Sands. The two large came heavily laden with goods. The passengers in the Sarah Sands were 52 cabin and 189 steerage.

NORTH CAROLINA.—Hon. R. Mass, in a letter to the Raleigh *Star*, states that he has been incorrectly classified among the democratic members of the Legislature. This makes the Legislature now stand, Commons, 60 to 60; Senate, 25 Whigs to 24 democrats—one vacancy. Should this vacancy be supplied by the election of Mr. Waddell, the whigs will have a majority of 2 on joint ballot, which will secure them the U. S. Senator—otherwise the Legislature will be a tie.

LEGREE MURDERS.—On Sunday, at Leestown, on the Kentucky river, two men, one named Saferty, the other Myers, had a difficulty, when Saferty drew his pocket knife, and holding the head of Myers, drew the knife around the right side of his neck, separating the jugular vein, causing death immediately. Saferty was arrested.

At Southbridge, Mass., on Monday, a man named Streeter, who had been bound over by his wife to keep the peace, seized her by the hair, and with a razor cut her throat from ear to ear. He then drew the razor across his own throat, but did not give himself a mortal wound. Jealousy was the cause.

☞ The mail failed yesterday beyond Montgomery.

A Balloon Ascension.

Dr. MORRILL made recently from the city of New York a balloon ascension which came near bringing a very tragic end. He started at half-past five o'clock, P. M., and moved towards the south-west. We quote below an account of the adventurous voyager:

As I rose higher and passed over the western extremity of Long Island, I appeared to be moving an easterly course. I afterwards struck a current that moved me slowly towards Jersey shore. I had now attained my highest altitude, off Rockaway, 20 miles from New York, and formed the project of crossing the sea to Sandy Hook or Squam Beach, a distance of about 15 miles. The view at this time, though distant, was intensely interesting; Long Island, through its whole extent, appeared to be lost or five miles long; the broad expanse of ocean was before one, and the cities and country had become very diminutive in appearance.

Considering that I should not be able to land from that height for some time, as it was near sun set, I determined to approach nearer the earth. I therefore opened the valve and allowed a sufficient quantity of gas to escape to secure a descending motion. I had descended less than half a mile, when to my astonishment I found that my course was no longer towards Sandy Hook, but directly towards the broad Atlantic ocean. I discharged ballast and again ascended, in hopes of finding a current that would again carry me towards the shore; but to no purpose.

My position was now a critical one, but I thought my chances of safety were in favor of dropping into the water and runping the risk of being picked up. As I came down I saw the light ship about five miles to my right, (facing the ocean,) and a schooner up towards the harbor.

As I was being rapidly carried out to sea, I thought it to descend as fast as possible; when I struck the water, a little after sun set, in a standing posture, I went down up to my arms. A flaw of wind, at the same moment, carried the balloon almost to the water, turning the car on its side, and completely immersing me in water. When the balloon again righted itself, I stood knee deep or more in the water, and although both my anchors were out, I was carried away before the wind at the rate of ten knots an hour.

I was at first in hopes that I might be seen by some vessel, which would come to my assistance; but as the curtain of night shrouded everything in darkness, and nothing was to be seen but the distant Sandy Hook and Light Ship, I began to despair. At every flaw of wind the balloon was carried over on its side, immersing me in water and letting out gas. I found myself gradually sinking into the water. When it became necessary to let my anchors go, one after the other, and then to cut away the cloth lining of the car and everything that could be spared.

I had been in the water more than an hour and a half, and it now came under my arms; the balloon inverted, and threatened to fall altogether on its side; I was completely chilled through, and said my prayers for nearly the last time, when I thought I heard the distant sound of oars. Upon listening again, I was confident that I had been seen, and that assistance was near, though I could see nothing through the darkness.

It seems that I had been observed by the Captain of the Light Ship and Mr. Roberts, a pilot on board, to drop into the water, when a boat containing four men and the mate, Mr. George W. Rich, was despatched to my assistance. They rowed some ten miles before they were enabled to come up with me, and much credit is due to Mr. Rich and these men for their humane and strenuous efforts in saving me from a watery grave. I was raised out of the water and taken aboard the boat, when we directed our course towards the ship, where we arrived about 9 o'clock.

TRAVELLING IN GREAT BRITAIN.—The London Railway *Chronicle*, has the following statements relative to the extent and hazards of railway travelling in the United Kingdom:

The number of passengers, according to the returns recently published, who have travelled by railway during the half year ending on the 30th of June last, amounted to 36,330,492—which is just about the population of England, Scotland, and Ireland, and some idea may be formed of the tide of human flesh which has passed over the country, as Mr. Locke says, "by means of two parallel pieces of iron," when we reflect that the official numbers actually represent the transmission of every man, woman and child in the United Kingdom, a certain distance, within the short period of six months, at a speed previously unattainable, and with a reduction of danger, considering the mass of human beings thus transported, almost infinitesimal. Archimides is reported to have said, if he had standing ground he could move the globe, and though our modern engineers have not exactly attempted to work out that problem, they have satisfactorily solved another, which a few short years since would almost have been thought as visionary. The number of accidents figures as 189; 90 resulted in death, and 99 in injuries, more or less severe. Of passengers, 6 unfortunately were killed and 60 hurt from no fault of their own—a wonderfully small proportion when we consider the enormous aggregate who have used the mode of locomotion; the remainder of the casualties is made up from accidents to railway servants, laborers on the lines in construction, and persons who have taken this novel mode of committing suicide, by precipitating themselves from trains or into their way, but who, in fact, have as much to do with the safety of railway travelling as a man blowing out his brains has to do with the safety of fire-arms. Of the accidents to those regularly employed by the companies, a large proportion seems to have arisen from the carelessness of the men themselves.

The statement is a wonderful evidence of the compactness of a country in which one million of people shift from town to town, and from village to village *every week*.

SURVEYPORT.—It seems after all, that Shreveport is a place. Hear how the editor of the *Shreveport Journal* speaks boastingly of this thrifty little town:

Every day adds to the business character of our town and its growth. Strangers are flocking in—men of capital and character are directing their attention to it—merchants are arriving in search of houses to put stocks in—business facilities are made already, to be of the highest prices, and the old merchants are bringing on larger stocks than have ever been in the place, with whom country merchants and planters, of all sizes, can make better arrangements than they can with New Orleans by 10 per cent. We therefore hope that our country people and country merchants will stop that suicidal policy of sending to New Orleans, simply because it is New Orleans, for their different supplies. There is the greatest abundance of capital here to buy all the cotton that can be brought from the whole surrounding country of three hundred miles; at the head of which stands R. M. Johnson, familiarly and favorably known to our whole planting and mercantile community. Our merchants too, all buy, among whom we feel authorized to mention the names of Green, Douglass & Co., Ier, & Kline, F. H. Jordan, Bryant & Howarton, W. Wingfield, L. May & Kohn, and others, all clever gentlemen, with plenty of money, and splendid stocks of new goods.

Shreveport is the place, and has more splendid land around it than any town on earth—don't care where the next comes from. So, come on planters—come on merchants—come on mechanics—ay, and come on girls, for the Lord knows we are in want of a few at least, and bring the dimes with you, if you have them; for some of us are in want of them, too—but if you have'nt, never mind, come any way—we will try to make out without them; come on every-body, except lawyers, doctors and printers, for they are so plenty as the plagues of Egypt, and a good many of them smart fellows, too, we may say, gentlemen, you will starve if you come. Our community is too solvent to support lawyers, and our place too healthy to support doctors, and our merchants, though all mighty clever, don't advertise sufficient to support the printers that are here, which is our great reason why planters send to New Orleans for their supplies, as they do not know that they can be had nearer. Gentlemen, you had better give us a chance at your goods, wares and merchandize, you never will transact business until you do. We speak disinterestedly.

THE ACCIDENT AT ALBANY.—The telegraphic dispatch on Saturday, mentioned a fatal accident at the Albany Gas Works, which occurred on Friday. The following are some additional particulars:

It is believed that Giles Frederick, of Newark, N. J., was the only one killed by the falling in of the gas work building. Philip P. Dielly had his thigh broken. Thos. Anderson and S. B. Gannon, of Philadelphia, and Benj. Harper, of Amsterdam, were badly injured. Wm. Davis and John McPhillips had their arms broken. Major and Gannon are the only ones considered in danger. The cause of the accident was the falling down of a large gas platform, forming the covering of a large gasometer. In its descent, it fell upon thirty or forty men, of whom only those referred to above suffered to any serious extent.

FACTORY BURNT.—A destructive fire in Knox' cotton factory, corner of Washington and Jane streets, New York, occasioned a loss, including materials, &c., of $15,000 to $20,000. The building was a four story brick. About fifty hands are thrown out of employment. The fire originated in the picking room.

A NEW CATHOLIC CATHEDRAL.—The corner stone of a new Catholic cathedral was laid at Cleveland, Ohio; on the 22d ultimo, by Bishop Timon, assisted by Bishops Le Fevre, Rappe, and others. The cathedral, when completed, will be 170 by 75, rising feet from the water-table to the eaves, and the tower 220 feet.—The building is to be of brick, and the style of architecture will combine strength with beauty.

THE GREEK SLAVE.—The express car with Power's Greek Slave ran off the track on the Mad River and Springfield Ohio road, last week. Fortunately the statue received no harm.

NAVAL.—The U. S. brig Lawrence, bound for California and Oregon, will sail from Washington to-morrow for Norfolk.

"THE INSOLENCE OF OFFICE"—We find no complaint as universal as that of impoliteness, and even insolence, of persons who happen to be in a position of forget propriety and go unpunished. It is well to bear in mind that politeness is exactly as cheap as rudeness, and that in the long run it is much cheaper. Clerks in public offices are especially remarkable in this respect, as also officers of steamboats and conductors of railroads. It is a capital method to make one's self unhappy, to treat every one upon whom he may confer a favor, with roughness and ill manners. An official may reply to a question which is asked with all politeness, "I haven't time to answer questions," as we heard one of this class reply a few days since in a public office. In that reply were contained four words more than would have answered the query; but the clerk chose to send away a gentlemen with an intimation that he was impertinent, and to render himself unhappy in the reflection that he had been actually ungentlemanly.

The world would move along much more easily than it now does, if the rules of politeness and gentlemanly behavior were followed. It drags along heavily when, as too frequently, the wheels lack the oil of kindness. It will be found in general, that, except when self-interest directly prompts the other course, men in public offices, particularly clerks and those dependent on individual nomination and not popular votes, for their places, are the most habitual neglecters of the ordinary rules of etiquette. We have always chosen to regard their conduct in office as a fair test of their claim to position out of it; and cannot regard any man as a gentleman who finds any excuse in any time or place for laying aside the name.

In travelling, this is to be especially noticed. We had in mind the conductors on the Erie Railroad, and we are safe in referring to travellers for the evidence that they are far more comfortable among such men, than among the ill-natured and disobliging conductors of some other roads. One of the former, a stranger to us, in conversation once, said that he found it far easier to be polite to all, even to those who were actually impertinent, than it had tried both courses, and made up his mind which to adopt. *N. Y. Jour. Commerce.*

THE COFFIN OF HON. DIXON H. LEWIS, the New York papers state, was of uncommon size, of mahogany, and with the body and lead casing, was said to weigh upwards of nine hundred pounds. On a plain silver plate was the following inscription:

DIXON H. LEWIS,
United States Senator,
From Alabama,
Died in New York, October 25, 1848.
Aged 66 years, 2 mos., 15 days.

FORGING AND SWINDLING IN LOWELL.—A case of wholesale swindling and forging, we understand, has just come to light in this city. The operator is well known to an old resident, and long respected as a pious, moral, good, and useful citizen. It seems, that his integrity was not sound; and he has disappeared, after swindling, forging, and borrowing to a very large amount. The sums already known, reach the aggregate of some ten or fifteen thousands in the city, and may exceed that. Rumor also names some twenty thousands, as being in the hands of banks and shavers in Boston. The name of the guilty party we suppress for the present.—*Lowell Courier.*

BY MAGNETIC TELEGRAPH.

[TRANSMITTED TO THE N. O. BEE.]

BALTIMORE, Nov. 4.

The sales of Cotton at New York to-day were 1600 bales. Prices show a slight decline since the *Hibernia's* advices.

Flour and Corn not active, but without any alteration in the rates. Rice is steady, and Provisions generally firm. Sugar and Molasses both continue dull. It has been raining all day.

City Intelligence.

AN OUTRAGE.—We have been informed that a young boy, a bar-keeper at Gaggle's coffee-house, in the Third Municipality, was shot down yesterday, at the corner of Elysian Fields and Levee street, by an individual who was rather annoyed by the boy's buzzing for Taylor and Fillmore. The blow was so severe that the poor little fellow dropped down dead—We hope this outrage will not go unpunished, and that the proper authorities will investigate the matter.

Fillmore Hunters.

RALLY! RALLY!! RALLY!!!

THE FILLMORE RANGERS will meet at their Club Room, No. 87 St. Charles street, THIS EVENING, at 4 o'clock, to march in procession to the funeral of the unfortunate young man who was killed last evening.

By order of the President,

VICTOR SERE,
JAMES BRANNIGAN, Sec'ys.
LEWIS HERNE,

n8

Splendid Assortment of Winter Clothing.

13 *CAMP STREET.*

THE subscriber has just returned from the North, where he has devoted his time to the manufacture of a large and well assorted stock of CLOTHING, which, for style and finish, cannot be surpassed.

Gentlemen purchasing at retail, and desirous of ready made, are invited to call and examine for themselves.

The following articles are offered at a lower price than usual by any other establishment of the kind in the Southern country:

Black cloth dress and frock Coats;
Black, blue, olive and brown Cloths and Sacs;
Black & fancy Cassimer Pants;
Super super black doe skin Pants;
Fancy Vests (one of every description);
Gold mixed and brown tweed Sacs;
Super embroidered black cassimer Vests
White Marseilles Vests & Pants;
Black and fancy satin Vests.

n8 M. BARNETT, 13 Camp st.

To Discharging Clerks and Others.

THE EARTHER we will pay no Drayage, except to those who have our written order

n8 DE FOREST & CO., 148 Gravier st.

LANDING, ex brig Victoria, from Bordeaux:—
316 Casks claret, sundry kinds,
185 Half casks and barrels White wine,
600 boxes Claret, 100 do. White,
100 do. Swan Absynth, Sauvaut Bruneton & Co., for sale by D. M. LUCAS,
n8 20 Bienville st.

LANDING ex ship Repeacke, from Havre, 15 drums of Gruyac Cheese, for sale by
n8 D. LANATA, 9 Jefferson st.

SEGARS, &c.—165,000 Havana Segars, different brands; 300 bags Green Rio Coffee, landing from brig Salvadore; also 600 boxes White Havana Sugar; 95 boxes brown Havana Sugar, in store, for sale by n8-1td COSTA & CO., 5 Front Levee.

TO LET.—The desirable family residence No 66 Dauphine street, having ten rooms in the main building, and servants apartments, with kitchen, stable and wood house, yard and well, with a large cistern and hydrant. Possession given immediately. Apply to
n8 DE FOREST & Co., 80 Customhouse st.

FOR SALE.—Landing ex ship Victoria, from Bordeaux, 40 cases of St Julien Medoc Claret; 90 barrels White Wine, Haut Sauterne, for sale by
n8 N. DUDOUIT, 13 Toulouse st.

LANDING.—ex brig Victoria, from Bordeaux, 60 barrels White Wine, Haut Sauterne; 2 casks Old Wine, Chateau Balac, for sale by
FERNIE FREERES,
n8 Corner Royale and Dumaine.

CIGARS.—A small invoice of very choice Cigars from the best factories in Havana just received and for sale by A. B. RINGGOLD,
n8 Bank Place.

MRS. DUHALDEN—Respectfully informs the Ladies of New Orleans that she has just received from Paris an assortment of Fancy Goods, which she will open on Thurs day, 9th inst., at 156 Royal street.

☞ Several Seamstres wanted. n7 3t

SPANISH DOURLOONS—For sale by LABORDE & XIQUES, 31 Common st.

☞ THE Packet ship WABASH, Capt. Truman from New York, is now discharging at New York her cargo, opposite the Triangle Buildings. Consignees are requested to attend immediately to the receipt of their Goods on the Levee, or they will be stored at their expense and risk.

JOHN C. WOODRUFF & CO.,
n8 93 & 95 Magazine st.

NOTICE.

Neither the Captain nor the consignee of the brig VICTORIA, will be responsible for debts contracted by her crew.

n8 G M LUCAS, 20 Bienville st.

☞ The Norwegian brig VICTORIA, from Bordeaux, is discharging opposite St Philippe street. Consignees are requested to attend to the receipt of their goods on the Levee within five days, otherwise, they will be stored at their expense and risk.

n8 G M LUCAS, 20 Bienville st.

☞ The ship ESPERANCE, from Havre, is now discharging opposite the Vegetable Market. Consignees are requested to take out their permits within five days, otherwise their goods will be sent to the public stores at their expense and risk.

n8 L H GALE, 23 Common st.

☞ Neither the Captain or Consignee of the French ship ESPERANCE, will be responsible for debts contracted by the crew of said ship.

n8 L H GALE, 23 Common st.

☞ The Consignee of 65 boxed Soap marked H, (in a triangle,) per ship HOPE, from New York, is requested to call at the subscriber's office and receive the same.

n8 LEVI H GALE, 23 Common st.

☞ FOR HAVANA.—To sail on the 11th instant.—The fine very fast sailing A 1 packet brig SALVADORA, Captain Hyman, will leave as above. For freight or passage, having splendid accommodations, apply to the Captain on board, or to
n8 COSTA & CO., 5 Front Levee.

☞ The ship EQUITY, from Boston, is now discharging opposite the Mississippi Press. Consignees are requested to attend to the receipt of their goods on the Levee otherwise they will be stored at their expense and risk.

n8 L. H. GALE, 23 Common st.

☞ The Consignees of the following goods, to order, per ship EQUITY, from Boston, are requested to make themselves known to the discharging Clerk on the Levee, otherwise they will be stored at their expense and risk, viz: D H 46 kits mackerel; W & S 75 boxed furniture; 6 bales gunny bags; F B 8 bales gunny bags; F B 1 bales gunny bags; C L 8 bales gunny bags; W, in a diamond, Vicksburg, 2 bales; B, in a diamond, 41 boxes; S, in a diamond, a lot of tinware, coffins and tub.

L. H. GALE, 23 Common st.

☞ Consignees of the following goods, consigned to order, per ship WABASH, Captain Truman, from New York, will please make their residence known to the discharging Clerk, on the Levee, at New York Wharf, opposite the Triangle Buildings, or they will be stored at their expense and risk, viz: Two hundred and seventy-seven boxes Copper, and three cases marked N.

JOHN C. WOODRUFF & CO.,
n8 93 and 95 Magazine st.

J. ATCHERLEY, ATTORNEY AT LAW, No. 38 Royal st., between Conti and Bienville sts. n8-3t

SPANISH DOURLOONS—For sale by LABORDE & XIQUES, 31 Common st.

City Directory.

THE undersigned respectfully requests the inhabitants, generally, not to be annoyed at being called on more than once by his collectors of names for the New Orleans and Lafayette Directory; as to insure a correct one, he must be certain that the persons employed make correct reports; that in the long run it is much cheaper. Clerks in public offices and especially remarkable in this respect, as also officers of steamboats and conductors of railroads. It is a capital method to make one's self unhappy, to treat every one upon whom he may confer a favor, with roughness and ill manners. An official may reply to a question which is asked with all politeness, "I haven't time to answer questions," as we heard one of this class reply a few days since in a public office. In that reply were contained four words more than would have answered the query; but the clerk chose to send away a gentlemen with an intimation that he was impertinent, and to render himself unhappy in the reflection that he had been actually ungentlemanly.

The world would move along much more easily than it now does, if the rules of politeness and gentlemanly behavior were followed. It drags along heavily when, as too frequently, the wheels lack the oil of kindness. It will be found in general, that, except when self-interest directly prompts the other course, men in public offices, particularly clerks and those dependent on individual nomination and not popular votes, for their places, are the most habitual neglecters of the ordinary rules of etiquette. We have always chosen to regard their conduct in office as a fair test of their claim to position out of it; and cannot regard any man as a gentleman who finds any excuse in any time or place for laying aside the name.

In travelling, this is to be especially noticed. We had in mind the conductors on the Erie Railroad, and we are safe in referring to travellers for the evidence that they are far more comfortable among such men, than among the ill-natured and disobliging conductors of some other roads. One of the former, a stranger to us, in conversation once, said that he found it far easier to be polite to all, even to those who were actually impertinent, than it had tried both courses, and made up his mind which to adopt. *N. Y. Jour. Commerce.*

THOMAS C. PAYAN & CO.,
MANUFACTURERS AND WHOLESALE AND RETAIL DEALERS IN CLOTHING,
No. 10 *CANAL STREET*, Building's Row,
[Between Chartres and Old Levee streets.]

IN addition to their extensive Stock of READY MADE CLOTHING, they have received per ships Manchester, General Palestine, Crescent City and Falcon, which they offer at extremely low prices, for cash only or its equivalent, the following assortment of FALL GOODS:

PLANTATION GOODS—Kilseys, Linseys, wool mixtures; drab, grey, blue, green and brown Blankets; blue and black plain cloth and fancy Overcoats; palmetto Hacks; monkey Jackets; round do; blue Pilot Cloths; color and color; black, mixed and fancy satinet Coats and Pants; heavy, black plaid double breasted Vests; plain and twilled, red and white Flannels; plain and twilled hickory and mariners' Stripes; white and brown cotton, blue check and plain Shirts and Drawers.

FOR THE CITY AND COUNTRY TRADE.—Oakes' style of Fashionable patentee Hats; coffee Coats; freshies; Carolina do; D'Orsian, tostailer or business Coats; French, English, German and American, black, green, blue, brown and blue black Cloth; plain and fancy, foreign and domestic tweed Cassimeres; black, brown and fancy Satins.

PANTALOONS—Brite, plain and canvass bottoms; gaiters with straps, do. without straps; black doe skin and fancy ribbed Pantaloons; brown and fancy Cassimere; plain black, mixed and fancy Satinett; fancy plain and mixed tweed Cassimere; and blue skylight Cassimere.

VESTS—Style, straight collar, sporting bottoms; rolling collar, new style; double breasted, Robespierre bottoms; do. do. fancy; black satin; black Cassimere, black figured and fancy Cassimere; embroidered Cassimere; fancy and plain Satin; black French beaver; fancy Satin; fancy velvet; black Merino, Florentine and Silk Plush.

An assortment of gents' cloth Cloaks; boys' black and fancy cloth pilotoke Sacks and frock Coats; fancy, tweed, flushing and German Cassimere pilotoke and sacks; round Jackets; talonic, cashmere, cloth and satin Vests.

An extensive assortment of cotton Shirts with linen bosoms; net, linsey wool; merino, white and brown, shaw and twilled cotton, white and brown Cambric Drawers and white and brown twilled Shirts and Drawers; check cotton, fancy, calico, gingham, hickory, pink net cotton Shirts and Drawers; fancy and plain satin Cravats; gros grain Stocks; fancy and plain satin Cravats, 60 in. 32, 37, 38 and 39 inches wide; self adjusting Stocks; fancy, fancy and plain silk Stocks; fancy pocket Handkerchiefs, of all kinds, hemmed and unhemmed, by the dozen or piece; gents' and ladies' hosiery, fancy, fancy and plain Suspenders; Boots, Shoes, Hats, Caps, Umbrellas, Canes and Gloves; silk, gingham and cotton Umbrellas.

THOMAS C. PAYAN & CO.

P. S. Merchants and Dealers are respectfully invited to examine the above Goods before purchasing elsewhere.

THOMAS C. PAYAN & CO.

P. A. Hubrard—No. 12 Camal st., OFFERS for sale at the following prices, the following articles, received per ship Louisiana:

7-8 and 4-4 heavy Lonsdale Cotton; 7-8 twilled do, 7-8 and 4-4 fine do; 4-4 Cambric Cotton; 7-8, 6-4, 8-4, 10-4 and 12-4 Sheeting Cotton; do do bleached; twilled, brown and bleached do; Linen fold do; Cambric Dimity; Cambric Muslin; York, Ohio and Columbian Drills; Log Cabin Gaspeards; Lancaster heavy blue French and fancy Coatings; starting cotton for Coverlids; Cotton Batting; Ticking; Linsey; French, English and American Prints; Linsey; Linsey; Linsey; blue Marlboro do; blue; fine and orange do; blue, red and black Flannels; Cambric and cord Chambrays; 3, 4, 6 and 10 points French Blankets; Linsey; super American do; grey, blue and red do, for overcoats; Cotton, for children; black, blue, and grey twilled Satinett; fancy Satinett; Cotton Velvet; Cloth for coats; black cotton Velvet; ribbed do; red twilled and plain Flannel; blue do, do; green do; plain Flannel; Cotton Yarn; Sewing Silk; Linen and cotton do; do. silk and wool do, do, overcoated yarn in skeins; black and red English Merino; do. French do; do; black and red English Merino; do. quality, black and red