The Daily Crescent.

FIFTEEN CENTS A WEEK. NEW ORLEANS, FRIDAY MORNING, MAY 30, 1851. VOLUME IV.—NUMBER 75.

The Daily Crescent.

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Of the Council of the Second Municipality.

Published Every Day—(Sunday Excepted)—
BY J. H. MADDOX.

OFFICE.....No. 92 ST. CHARLES STREET.

News by the Steamship Africa.

From Liverpool to May 10.

NEW YORK, May 21.—The Africa reached her dock at nine o'clock, this morning, and brings Liverpool dates of the 10th inst., which are three days later, both from London and the Continent, and four days later from Liverpool, than the accounts by the Franklin. The Africa's passage is one of the best ever made to this port, having made the voyage in ten days and seventeen hours.

The most important item of news, is a decline of one-eighth to a quarter penny on the ordinary and middling qualities of cotton.

England.

The Crystal Palace experiment has had a week's trial, and nothing has occurred to disturb the great show. The Metropolitan Gazette is filled with lengthy notices of the many wonders of British and foreign art.

The indications of the times lead us to believe that the year 1851 will make a great era in civilization and progress, particularly as relates to the proceedings in the House of Commons. Mr. Cardwle brought forward his motion to repeal the Malt Acts. He said the effect of the act was to increase the price of beer to the poor man, who had to pay 500 per cent. upon his beer, and also the effect of diminishing the consumption. The House then divided, with 122 for the motion, and 258 against it. Mr. Hume moved for a select committee to inquire whether the mode of assessing and levying the income tax might be made equitable, which was agreed to.

France.

Aside from a plan for revolutionizing England and France, the news is not important.

A statement was made by La Crese, on the authority of M. Girardin, which has caused some excitement. It is stated that on March 28, 1848, General Changarnier proposed to Ledru Rollin, that if 10,000 men were granted him, he would land in England and proclaim a republic. M. Girardin persists in his assertion, and now states that Gen. Changarnier sent him a written proposition of Ledru Rollin to the same effect. Girardin's partisans say he has the same in his possession. The charge has not yet been denied.

Petitions favoring a revision of the Constitution and a prolongation of the power of the President, are becoming general.

Portugal.

MADRID, May 7.—The Duke Saldana has been named as President of the Council of Ministers by the Queen.

It is stated that the Government, on the 1st inst. dispatched a courier to Lisbon with instructions to the Spanish Ministry relative to Saldana's proposed insurrection.

One of the Madrid papers announce that Count De Thomas has been accredited Minister Plenipotentiary, etc., at the Austrian Government.

Italy.

Great agitation prevails in some of the States. The Italian Government is expected to commence at Genoa. The Marquis d'Argelio, President of the Council, left Turin for Genoa in order to calm the democrats, if possible. Piedmont and England are against the commercial league of the Italian States.

Spain.

It is the general opinion that the Cabinet would obtain a large majority in the Province. It is rumored that the Queen is *enciente*. It is also stated that the Spanish Government is actively negotiating with France for an adjustment of the line boundary between the two countries.

Naples and Sicily.

Accounts from Naples state that the claim for indemnity for damages done by various nations in consequence of the war in Sicily, was brought to a satisfactory arrangement by the mixed commissioners.

Africa.

Accounts from the Cape of Good Hope, by the Hellespont, which left on the 4th ult., and reached Plymouth on the 8th inst., state that there had been some fighting, though nothing very serious had occurred. Some of the Cape Rifles had gone on to the Kaffirs.

Commercial News.

LIVERPOOL, May 9.—Corn Exchange was well attended by millers and dealers. There was a good tone in the market, and sales of wheat and flour were made at full rates of Tuesday last, and, in a few instances, a small advance was made on American flour. Corn also commands extreme prices. Best oats are still scarce, and went up to 3s. per 45 lbs., which is an advance of 1d. per bushel. Oatmeal improves 6d. per 280 lbs. Barley is scarce, and 1d. per bushel dearer. Baltimore flour, 20 to 21s. White corn, 33 to 34s.; yellow, 30s. 6d. Meal, 14 to 15s.

Provisions.—Pork is in small supply. Beef, nothing new. Lard has advanced 28s. 6d. per cwt. Hams sell slowly.

Tallow.—Dull.

Groceries.—Cheese is in demand, with but little in the market. Sugars are active, at an advance. *Tobacco.*—Unchanged.

LIVERPOOL, May 10.—*Cotton* declined ¼ to ¼ on the ordinary and middling qualities and Mobile. Sales during the week were 32,700 bales, of which 3000 were taken on speculation. The Committee's quotations are for lower Mobile, 6¼ to 6¾. The Havre market has declined.

LONDON, May 9.—*Money* is in better demand, and at higher rates. Bullion continues firm, but silver has declined; dollars are firm. Exchanges maintain their prices. The market for American stock is unchanged; Penn. 5's, 82½ to 83¼; Maryland's, 90.

Quite an imposing Masonic Celebration occurred in Grenada, Yallabusha county, Miss., on the occasion of laying the corner stone of the "Grenada Masonic Academy," on Tuesday, the fifteenth day of the present month. There was a larger number of members of the Order present, than had ever united before in a procession in that healthy, intelligent, moral and flourishing town. The young ladies of the "Young Ladies' Institute," between seventy and eighty in number, all dressed in white, with their tasteful insignia, and "their bright eyes, rosy cheeks, and happy faces," (we here take the Republican's color,) under the guardianship of their principal, Rev. W. E. Holley, enhanced the interest in the ceremony in a great degree, while the procession of the boys of the Masonic Academy, numbering about fifty, gave renewed assurance to Grenada, (if such were wanting,) that its destinies would be safe in the hands of such sons. Charles Scott, Past Grand Master, and J. M. Howry, Deputy Grand Master, were the orators on the occasion.

The society for the suppression of gambling, held its first anniversary meeting in NewYork, on Friday night, the 16th, when the annual report was submitted by the Rev. L. Burleigh. We learn from it the startling fact, that the ascertained number of gambling houses in the city of NewYork, is more than six thousand. It was stated by S. P. Hanscom, Esq., of Boston, that that city is rapidly becoming the chosen resort of gamblers from all quarters.

The NewYork Express says that there have recently arrived in that city, persons armed and equipped with *documents* made out with care, purporting to prove them "political exiles." "shipwrecked passengers," or persons who have been robbed, etc. The Express adds: "These persons, we have good reason to know, are *professional beggars*, whose business at home is begging. Our police ought to look after them. About thirty have gone to fleece the good and charitable citizens of Philadelphia. It is supposed there are 1200 of these now in the United States."

Mrs. Partington is always sensible, but sometimes she keeps a good look out ahead. Witness:

The Union Sold—Mrs. Partington, on being told that Mr. Ritchie had sold "The Union," exclaimed, "Alas! alas! I feared he would do something awful when I heard that Congress had dejected the bill to edentify him! I wonder if he sold the people with it, and if I have got to become a nigger slave. If so, I shall emulate to the South, where they know how to treat the poor critters." And Mrs. Partington sighed deeply, took up her knitting and said no more.

Supreme Court Report.

Paradise, Lawrason & Co. vs. *The Sun Mutual Insurance Company*...Consolidated with the above cause, *Paradise, Lawrason & Company* vs. *The New Orleans Insurance Company—Paradise, Lawrason & Company* vs. *The Nashville Marine and Fire Insurance Company*....The above mentioned suits, which, by consent of parties, were tried together before a jury, are on three policies of insurance executed by the defendants in favor of Paradise, Lawrason & Co., "on account of whom it may concern"—one by the Sun Office to the amount of $15,000 on freight of the ship Russia; another by the New Orleans Office on said freight to the amount of $7,000; a third by the Nashville Office on the ship Russia to the amount of $12,000. The perils taken upon themselves by the underwriters are among others, "barratry (except embezzlement or theft) of the master, unless the insured be an owner of the vessel."

There was a verdict for the plaintiffs in the court below for the full amount of each policy. A new trial was refused by the District Judge, and the defendants have appealed.

The ship and cargo were destroyed by fire after the inceptions of the voyage. The principal ground of defence urged in argument is that the Russia was barratrously set on fire by the Captain, and so the defendants are discharged, the policy excluding the liability of the underwriters for barratry of the master, if the insured be owner of the vessel. Much of the argument was also directed to impeaching the good faith of Knapp, the owner of the Russia.

Before noticing the merits of the cause, it is proper to act upon certain bills of exceptions taken by the defendants to the admission of evidence.

The first bill of exceptions is to the competency of Wilson, the Captain of the ship, "on the ground of interest, inasmuch as the defence rests on the charge of barratry and deviation against the said witness while acting as master of the said ship Russia, whereof the owner, Knapp, is a party in interest with the plaintiff herein."

The authorities upon which the defendants rely to support this bill are 2 Starkie 652, Edit. 1837, citing two decisions of Lord Kenyon in 1 Esp. 339, and 6 Esp. 27—1 Greenleaf on Evid. 439—5 Bos. & P. 374—13 Louis. 2, 3. Some other cases are cited, which seem not sufficiently relevant to require particular notice.

The doctrine enunciated in Nicholson vs. Patton, 13 Louis., goes to this extent, that an agent cannot be a witness for his principal, in an action brought *against* his principal on account of the negligence of the agent.

The case in 1 Espinasse was an action to recover the loss on a policy of insurance, on ship and goods, at and from the Bahama Islands to Liverpool. The loss was charged to have occurred by barratry of the Captain, for which risk the underwriter was liable. The barratry alleged consisted in taking the ship out of her course to chase and capture vessels, and afterwards to Bermuda, where she was lost. The underwriter, the *defendant* in the cause, called the Captain as a witness to prove that this was done by the consent and with the knowledge of the owners. It was held that he was incompetent without a release from the underwriters, upon the ground that he was interested to defeat the plaintiff. If the plaintiff obtained a verdict, the defendant might have his action against the Captain, the loss having arisen from barratry, which was his act.

The case in 6 Esp. we have not been able to refer to.

In the paragraph of Mr. Greenleaf's work above cited, he speaks, among other cases, of the incompetency of a ship-master, in an action by his owner against underwriters, where the question is, whether there has been a deviation; and says he is incompetent to give testimony, the direct legal effect of which will be to place himself in a situation of entire security against a subsequent action. He cites the case of Dr. Simonds vs. Le La Com. 5 Bos. & Pul. The opinion of Chief Justice Mansfield upon the point is an *obiter dictum.*

It seems to us that the question to be examined in testing the competency of Captain Wilson is, whether it be true that the success of the plaintiff, who offered him as a witness, would place him in a situation of security against a future action. Now the question must necessarily be answered in the negative. For although if the plaintiff succeeds, he will have no action against the Captain, yet the defendant would not be estopped by the judgment in this cause, from proceeding against the Captain, and recovering from him a full indemnity for the amount paid under judgment to the plaintiff, upon proving that the Captain had barratrously destroyed the vessel. Whatever, therefore, be the result of the cause, the door of litigation against the Captain remains open.

There is another view of this matter, which seems to us important, and that is the necessity of the case, where the loss occurs at sea. To whom can the assured resort for proof of the circumstances of the vessel's navigation and loss upon the ocean, but to those on board of her who are his own employees? And if we exclude the Captain, we exclude the person of all others on board, who, by reason of his nautical skill, the control he exercises, and the nature of his duties generally, is to be supposed best capable of giving accurate information upon the subject of the voyage.

We may add, that under the usages of commerce, the testimony of the Captain on the subject of the loss, in the form of a protest, is uniformly required from the owner by the underwriter, as preliminary proof; and there seems an incongruity in refusing to have him afterwards on the witness stand.

We are, therefore, of opinion, that the District Court did not err in permitting Wilson to testify as a witness for the plaintiffs. See also the opinion, upon the same point, of the Supreme Court of Ohio, in Howell vs Cin. Ins. Co., 7 Hammond 283.

We have considered this question of competency, with reference to the pecuniary interest of Wilson, which is the sole light in which the matter is to be regarded in acting upon the bill of exception. So far as his feelings and reputation are concerned, he is unquestionably interested in the success of the plaintiffs. A cloud is cast upon his character, which a verdict for the plaintiffs might dissipate. But this consideration goes only to his credibility.

The next bill of exception is in these words: "Be it known, that on the trial of this cause, the counsel for the plaintiffs offered in evidence the testimony of Charles Redfield, as taken under commission, and annexed to, and made part of, this bill of exceptions, for the purpose of attacking the testimony, and impeaching the credibility, of the witness Dunlap, by showing that he had made to said Redfield statements of the facts relating to the loss of the Russia, different from those by him made on the trial; to the introduction of which testimony the counsel for defendant objected, on the ground that this mode of attacking, and impeaching, the credibility of a witness, was inadmissible, unless the witness thus attacked had been himself interrogated as to the facts of his making such contradictory statements, and an opportunity given him of accounting for the contradiction. But the objection was overruled, and the evidence admitted, etc."

We think the objection could have been sustained. See the Queen's case, 2 Brod. & Bing. 313. Greenleaf on Evid., §462.

Fletcher *vs.* Hilcher, 5 Annual, 408.

The fifth bill of exceptions was taken to the admission in evidence of certain documents, being a power of attorney given by Knapp to Paradise, Lawrason & Co., an assignment of the freight list of the Russia, certain acceptances, etc., which will be noticed more particularly hereafter, upon the ground of irrelevancy to the issue, and inadmissibility under the pleadings. We think the objection was properly overruled.

Paradise, Lawrason & Co., in their petition, say that they sue on their own account, and for the use of Frederick H. Knapp. They allege the execution of the policy by the defendants on the freight of the Russia, and that they were at the time of its execution, and from thence until, and at the time of, the loss, interested in the freight, to an amount of $25,280 77. That Knapp was, at said date, and thence until the time of the loss, the owner of the Russia, and of the freight, and interest therein, subject nevertheless to the interest of Paradise, Lawrason & Co.; and the insurance was effected for their own use to the extent of their said interest, and for the remainder for the use and benefit of Knapp, by whom they, Paradise, Lawrason & Co., were duly authorized to act in the premises.

The plaintiffs contended in the court below, and here, that if the ship was destroyed by the barratry of the master, it did not affect the right to recover, so far as their interest was concerned, but was only available to the underwriters, *quoad* the interest of Knapp.

On the other hand, it is contended by the defendants, first, that Paradise, Lawrason & Co. are not insured by the policy; and this proposition they rest upon two grounds. First, that Paradise, Lawrason & Co. had no insurable interest in freight, which is the subject of the policy. Secondly, that even if they had an insurable interest in freight, they did not insure themselves in point of fact. They also contend that even if they are insured, under the circumstances of the case, and the terms of the policy, for their own interest, they cannot recover unless Knapp could, because the policy is indivisible.

Before considering this proposition, it is necessary to notice the relations which existed between Paradise, Lawrason & Co. and Knapp, before, and at the date of the policy.

In 1849, at which time there was great excitement on the subject of California, attracting thither crowds of emigrants, and exciting also, in an extraordinary degree, a spirit of mercantile adventure, the plaintiffs and Dr. Knapp became jointly interested in the ship Dalmatia; and dispatched her to California on joint account in the month of October. Knapp and the plaintiffs also shipped cargo in her for joint account. In November, he purchased the Russia at the price of $16,000, paying $9000 in cash, and the residue in his note at ten months. In the same month, Paradise, Lawrason & Co. accepted, for his accommodation, his seven bills, for a total sum of $19,000, at ten months; and in the following January they accepted, in like manner, for him, another bill for $5000. At the date of these nine acceptances, a written contract was signed by Knapp and Paradise, Lawrason & Co., in which, after reciting their acceptances for his accommodation, and their understanding that he was to furnish Paradise, Lawrason & Co. the means of taking them up at maturity, he, to secure them, assigns to them his half interest in the freight list of the Dalmatia, then on her voyage to California, his half interest in all goods shipped per the Dalmatia, on joint account, and in their proceeds, and all his interest in all policies taken out by Paradise, Lawrason & Co., for joint account, on the Dalmatia, her freight and cargo. "Also, the freight list of the ship Russia, about to sail from this port to San Francisco, California; also all my interest in and to all policies of insurance to be taken out on the said ship Russia, or her freight list, proceeds of cargo, if any should be shipped on her on my account, etc. All which proceeds, or the balance thereof, after paying the said drafts, are to be paid over to me, by the said Paradise, Lawrason & Co., who hereby accept this assignment, with its conditions, by signing the same."

On the same day, Knapp executed, in favor of Paradise, Lawrason & Co., an instrument by which he constitutes them his agents, to act for him in all mercantile transactions in California which may arise out of any shipments of goods already made or to be made on that country; to dispose of the goods and collect proceeds; to collect freights of any vessel he may consign to them there, and generally to manage and protect his business and interests in California. In consideration of the mercantile services of his agents, he agrees to pay them ten per cent. on the whole of the freight list of the Dalmatia, excluding property shipped on joint account; on proceeds of stores and articles shipped on board the Dalmatia on joint account, if sold, ten per cent.; on proceeds of the Dalmatia, if sold, five per cent. He also agreed to pay the usual commissions charged in New Orleans on the entire freight list of the Russia, then loading and consigned to Paradise, Lawrason & Co., in the port of NewOrleans, as well as on the whole cargo, including that which might be shipped by him on his own account—the Russia to be consigned to Paradise, Lawrason & Co., or their substitutes, at San Francisco. It was further stipulated, that in case of loss, or partial loss, of either the Dalmatia or the Russia, Paradise, Lawrason & Co. were to be paid "five per cent. for settling insurance, according to custom."

On the 24th January, 1850, a notarial act was signed by Knapp and Paradise, Lawrason & Co., in which he acknowledges that they have accepted, for his accommodation, his bill for $5000, at nine months from 22d January, and that he is to furnish means to take it up at maturity. He refers to the agreement of the 27th November, and places this bill "in the same position as the seven others, by which the said acceptors will be secured by the assignment and sureties contained and set forth in the said private agreement."

The policies in these cases were, as we have already said, in the name of Paradise, Lawrason & Co., "for account of whom it may concern," on ship and freight, to the amount of $34,000. There were two other policies on freight in the Tennessee office for a total amount of $12,000. On the 1st February, the plaintiffs addressed a letter to their NewYork correspondent, desiring him to effect insurance on merchandise for account of F. H. Knapp, loss, if any, payable to Paradise, Lawrason & Co., to amount of $25,000. The vessel sailed on the 5th, and was lost on the 7th February. The acceptances were taken up at maturity by the plaintiffs. During the lading of the Russia, the plaintiffs, as Knapp's agents, made cash advances in the ship's business to the amount of $2000 and upwards. In the account of Knapp with the plaintiffs, they charge him the premiums paid for insurance, and credit him with the amount of $15,000, received on compromise from the Tennessee office on the 15th May, 1850.

It thus appears that Paradise, Lawrason & Co. had come under heavy advances of their credit and cash, upon the faith of the expected freight list, of which a formal assignment was made to them for the purpose of securing them, and which freight, as assignees, as well as in their capacity of agents and consignees, they had authority to control and collect. As such assignees for a valuable consideration, their interest subsisting at the date of the policy, and down to the time of the loss, they must be considered as having an insurable interest in the freight, the subject matter of the insurance.

We incline to the opinion that a policy on freight, *so nomine*, may be considered as covering such an interest as is above described, although the question is not perhaps free from difficulty, as Paradise, Lawrason & Co. did not hold either the legal or equitable title of the ship. But, assuming that the interest of Paradise, Lawrason & Co., in the freight, might be covered by an insurance on freight, *so nomine*, the question remains whether that interest was in point of fact covered by these policies; and this question must be determined by ascertaining their intention.

At the argument, we had doubts whether this point of the defence could be maintained; but we are of opinion, from our subsequent examination of the evidence in the cause, that it was not their intention to insure their own interest, but the interest of Knapp. We consider this as resulting from the fair interpretation of the terms of the assignment, which contemplated that they should effect insurance for him, and hold the policies so to be effected for their security, collecting the amount insured in case of loss, and crediting it to him in account when collected; from the stipulation in the power of attorney allowing them five per cent. for collecting the policies; from the fact that they have charged him with the entire premiums of insurance, and credited him with the whole amount collected; from the language of their letter of 1st February, 1850, ordering insurance on cargo *for account of Knapp, loss, if any, payable to Paradise, Lawrason & Co.*, which cargo, under the written agreement, stood on the same footing of assignment and security as the freight list. Some of these facts standing isolated and alone, might not, perhaps, suffice to establish the intention of the plaintiffs. But all the evidence, construed together, justifies the conclusion that the policies were intended to cover Knapp's interests, and as such, to be held by Paradise, Lawrason & Co. for their security, under the assignment. Knapp, therefore, must be regarded as the assured, and Paradise, Lawrason & Co. as the assignees of the assured. As such assignees, they take his right under the policies, and cannot be permitted to escape from the liability of barratry, upon the ground that they had insured their own interest, and were not the owners of the vessel.

But even if the policy were intended by the assured, as the plaintiffs themselves allege, to cover the interests both of Knapp, and of themselves, and does by its terms cover them, still the policy, under the circumstances of the case is indivisible; and if by reason of the exception, Knapp could not recover in case of barratry by the master, the plaintiffs cannot recover, even to the extent of their interest. The defence of barratry, if good against Knapp, is good against them.

COUNCIL BLUFFS.—The St. Louis Union, of the 22d, notices the arrival there of the steamer Sacramento, from Council Bluffs, loaded to the guards with freight, and crowded with passengers. Business at that point was exceedingly active, and all departments of trade were prospering. The majority of the emigrants, whose destination is the fertile valley of Salt Lake, had already, or were about commencing their journey, with a fair prospect that they would find sufficient grass on the plains to subsist their cattle.

Almost every description of provision was scarce and high at Kanesville and its vicinity. Flour was selling at $10 to $12 per barrel; bacon at 12¼ to 15 cents per pound, and every other article in proportion.

Kentucky is, of late, reclaiming its old name of the "dark and bloody ground." On the 12th inst. a man named Scales shot and killed another, named Purdy, in Lebanon, Marion county. On the same day, an affray took place in Perryville; Robert Harrison shot at John Rowsay, and missed him, but hit Hiram Henley in the heart, killing him. He also wounded Rowsay and Wash. McGinnis. On the next day, a fracas occurred in Spillman's store, near Lancaster, in which Bates shot and killed William Sharp, the clerk of the establishment. On the Sunday previous, Mr. McIlroney shot and killed Jefferson Hildreth, at Paris. Pretty extensive operation, for only three days.

ALMOST INCREDIBLE WICKEDNESS.—The Cleveland Plaindealer says that, for some time past, the cars on the railroad between Columbus and that city have been detained by obstructions placed on the track. A watch was set, and a man of wealth and reputed piety—a deacon of the church—was caught in the act of placing a rail across the track. He was taken before a Justice, and bound over for his appearance at the next term of Court in Huron county, Ohio.

PORT OF NEW ORLEANS.

LATITUDE 29° 57' 30" N.—LONGITUDE 90° W.—6 Time, 6h.

CRESCENT OFFICE,
Friday Morning, May 30, 1851.

Cleared Yesterday.

Ship Windsor Castle, Sampson, Liverpool, Giffney & Lovell
Bark Ireland, Simpson, Liverpool, Giffney & Lovell
Ship Union Davis, New York, J O Woodruff & co
Br bark St George, Hutchinson, Liverpool.
Sp bark Tacio, Formelle, Barcelona, Campbell & Bickerby
Mex schr Aparacedia, Espinola, Campeachy, S Fernandez
Schr Marie, Johnson Pensacola, Maxsy
Schr Powhattan, Caro, Pensacola, J Rainey

Arrived.

Steamship Maria Burt, Emerson, from Galveston 18th inst. 1 day from Galveston to Galveston—31 mg.
Bark Yamuri, Ray, 18 days from Boston, to master—2d my.
Brig Harriet, Marson, 15 days from Wilmington, N C, to master.
Brig Ocela, Stone, 4 days from Cardenas, to master—Point.
Br brig Telegraph, Sampson, 8 days from Sisal, to Wm Burton &co—1st my.
Schr Diamond, Mack, 2 days from Pensacola, to master—Basin.
Schr Neles, Darling, 1 day from Mobile, to master—Basin.

STEAM BOATS.

Columbus, Post, from St Louis.
Dove, Box, from Fort Smith.
E D White, Hill, from Atchafalaya.
Georgetown, McPher on, from Louisville.
Iroquois, Lee, from St Louis.
St James, Kerchival, from Yazoo City.
Towboat Ben Adams, ——, from the Passes—brought up
Tugs Harriet and Telegraph.
Towboat South-Western, Martin, from the Passes—brought up bark Yamuri and brig Ocela.

Exports.

NEW YORK—Per ship Union: 942 bales cotton, 132 do hemp, 21 do moss, 111 cs rags, 8 do hats, 71 bbls tobacco, 4 pks 2 bbls copper, 400 hides, 182 hogs walnut, 56 hogs ash, 2011 pigs lead, 50 bbls oil, 33 tcs hams, 20 bbls alcohol, 26 cks wax, 2596 sacks corn.

LIVERPOOL—Per ship Windsor Castle: 1180 staves, 133 pcs walnut timber, 3641 bales cotton.

LIVERPOOL—Per ship Lapland: 2006 bales cotton.

LIVERPOOL—Per bark St George: 17,7 bales cotton.

BARCELONA—Per bark Tacio: 820 bales cotton, 500 staves.

PENSACOLA—Per schr Maria: 70 sks corn, 5 bbls beef, 10 do flour, 5 do whisky, etc.

PENSACOLA—Per schr Powhattan: 50 bbls flour, 145 sacks corn, 5 sacks bacon and sundries.

CAMPEACHY—Per schr Aparacedia: Lot sundries.

Imports.

GALVESTON—Per steamship Maria Burt: 256 bend of cattle to order.

BOSTON—Per bark Yamuri: Granite to order.

WILMINGTON—Per brig Harriet: 1655 bbls naval stores to order.

CARDENAS—Per brig Ocela: 1000 bbls molasses to C Bielcher &co.

SISAL—Per brig Telegraph: 100 bales hemp, 1 do hammocks, 52 do hats J W Zacharie &co—12 do, 44 bales hemp J F Lopez—48.5 in specie Wm Burgess &co.

PENSACOLA—Per schr Diamond: 30,000 feet lumber, 32,000 laths A P Simpson

Receipts of Produce.

LOUISVILLE—Per steamer Georgetown: 650 sks corn, 76 sks oats Robertson & McDougal—440 do, 2245 sks corn, 6 bbls eggs, 1 do wool T C Trimbell &co—29 bbls apples, 1 do G Robinson—14 do Brander, Williams &co—22 do Fellowes &co—100 pcs bagging, 6 bales twine, 200 ploughs, 128 coils rope Wright, Wilmer &co—32 do Forman, Latting &co—160 do, 63 pcs bagging G M Pinckard &co—100 cs, 120 coils rope Nalle, Cox &co—84 do, 68 pcs bagging Bell & Stebbins —20 do rope Forman, Latting &co—20 pcs bagging, 30 bbls oil R Ged &co—60 coils cordage Green, Harding &co—32 pcs bagging Payne & Harrison—75 do, 75 c's rope, 5 bales twine, 12 sacks bacon, 75 bbls pork Robertson, Arrington &co—18 ice house Scoundo & Voorhies—21 do Peiser & Mulnart—21 do R W Adams &co—14 do Kendall Yee &co—14 bbls line lick, 5 bbls lard