PORT OF NEW ORLEANS.

CLEARANCES.

April 20, 1839.

Br ship Helena, Drunkhe, for Liverpool, W Hunt
Br ship Africaine, Lingford, J Grimshaw
Ship Sylvan, Leonard, for Boston, Whitridge & co
Barque Niagara, Stephens, for Havana, S & J P Whitney
Barque Edinburg, for Glasgow, L H Gale
Barque Rothschild, Lamy, for Boston, S & J P Whitney
Brig Audubon, Sabeto, for Havana, R Grinalg & co
Brig Great Western, Nutt, for St Thomas, W G Hawes & co
Brig Angola, Haney, for Baltimore, G Bedford
Sche Wave, Nickerson, for Baltimore, Master
Sche Victor, Gould, for Mobile, J H Ashbridge
Sche Janine, Flanders, for Havana, D Marston
Sche San Juanita, McConnel, for Havana, J Rohr
Steamship Columbia, Windle, for Galveston, Smith & Voorhees
Steamer Ambassador, James, for Louisville, Master

ARRIVALS.

Tow boat Post Boy, Limbert, from the pass, having towed to sea br barque Caledonia and John Walker, returned to the city with brig Sam Houston, and 132,000 in specie, from U S Despatch brig Consort. Left the bar on 19th inst. at 9 a. m. Reports nothing in sight of the bar. Reports nothing new in the river.

Tow boat Tuscarora, Paulding from the S W pass, having towed to sea br barque Caledonia, brigs Architect, Gen Sterks Oceanic, and schr Mac, returned to the city with ship New Jersey, br barque Telemachus, schrs Dolphin and Essex. Left the bar on the 20th, at 11 a.m. Reports one ship, supposed to be British. Nothing new in river.

Tow boat Mohican, Heaton, from N E Pass, having towed to sea ship Mississippi and schr Warwick;—returned to the city with ships Seaman and Ohio, and brig Alice. Left the Bar on 19th inst. at 10 a. m.—reports nothing new.

Tow boat Pilot, Clark, from N E Pass, having towed to sea ships Prussia and Creighton;—returned to the city with ship Unicorn. Left the Bar on the 19th at 6 p. m. —reports nothing in sight in the offing—nothing new in the river.

U S Revenue Boat, Willett, from N E pass having left on 20th; at 8 p. m. Reports tow boat Lion having towed inside the bar, one barque, brig Choctaw, and one other brig in the river. Schr Curlew of Baltimore also in river.

Ship Seaman, Crowell, 29 days from Baltimore, to George Bedford.

Ship Norway, Drummond, 35 days from Bath, Me., to Master.

Ship Unicorn, Childs, 28 days from Boston, to master.

Barque Tinnamara, Wilson, from Vera Cruz, 13th in ballast, to R & J Carell.

Schr Dolphin, Kemp, from Mattamoras, 10th inst., to the Master.

Schr Essex, Cottrell, for Mattamoras, 10th inst., in ballast, to master.

Brig Alice, Jordan, 20 days from New York, to Master.

Brig Sam Houston, Hassett, from Matagorda, 13th inst, to master.

Ship Ohio, Cutler, 20 days from Boston, to Stetson and Avery.

Steamer Hounsa, from Natchitoches.
Steamer A Porter, Dorsey, from St Martinsville.
Steamer Bayou Sara, Gates, from Columbia.
Steamer Invincible, Smith, from Cincinnati.
Steamer Reindeer, Wright, from Toledo.
Steamer Persian, Green, from Cincinnati.
Steamer Brilliant, Hart, from Bayou Sara.
Steamer Colorado, Underwood, from Vermillion.
Steamer Toledo, Head, from Pittsburg.
Steamer Paul Jones, Scott, from Field's Mill.
Steamer E. Miller, Fresher, from Memphis.
Steamer Techa, Chauvin, from Natchitoches.
Steamer Vicksburg, Dean, from Louisville.
Steamer Chancellor, Shakeres, from Cuba.
Steamer Rodney, Wrentmore, from Lafourche.

EXPORTS.

LIVERPOOL..Per ship Helena..Cargo, 1919 bales cotton, 26 tons 8 cwt fustic.
.....Per ship Henrietta..Cargo, 1436 bales cotton 35 tons logwood, 35 do fustic.
BOSTON—Per ship Julian..Cargo, 765 bales cotton, 1465 pigs lead, 30 tons scrap iron, 20 empty oil casks, 1 bale bear skins.
.....Per barque Rothschild..Cargo 1848 bls flour, 657 pigs lead, 197 bales, 70 tons iron, 45 bls pork.
HAVANA..Per barque Niagara..Cargo, ballast.
.....Per brig Audubon—Cargo, 1092 barrels of flour.
.....Per schr Junius..Cargo, 1275 kegs lard, 30 bls flour, 50 bxs sp candles.
.....Per schr San Juanita—Cargo, 300 bls flour.
ST THOMAS..Per brig Great Western..Cargo, 200 kegs lard, 420 bls flour, 12 bls tobacco, 50 bls beef, 50 do pork.
BALTIMORE..Per brig Angola—Cargo, 337 hds sugar, 31 bales moss.
.....Per schr Wave..Cargo, 8000 pieces, bulk, 150 bls pork.
MOBILE..Per schr Victor..Cargo, 180 bls flour, 30 do whiskey; 14 do sugar, 100 do pork, 4 do vinegar, 10 kegs lard, 11 casks bacon, 30 coils rope.
GALVESTON..Per ship Columbia..Cargo, 67 bls flour, small lots groceries, provisions, furniture, clothing, &c.
LOUISVILLE—Per steamer Ambassador. Cargo, 33 crates, 5 bxs E ware.

IMPORTS

BOSTON—Per ship Unicorn—Cargo, 350 tons ice, bound to Bayou Sara.
.....Per ship Ohio—Cargo, assorted orders.
GATH..Per ship Norway, Drummond..Cargo, 75 tons hay, to order.
VERA CRUZ..Per barque Tinnamara. In ballast, to R & J Carell.
MATTAMORAS..Per schr Dolphin..Cargo, 50 bags wool, 288 hides, to J W Zacharie & co.
.....Per schr Essex. In ballast.
BALTIMORE..Per ship Seaman..Cargo, assorted merchandize and 32 negroes.
NEW YORK..Per brig Alice..Cargo, curb stones, and assorted merchandize, to 24 municipality. J Landis & co, H W Hopkins, Yeatman & co, J A Sarailais & co, Walton & co, Shall & Brown, J W Zacharie & co, Ogden & Southgate.
MATAGORDA..Per brig Sam Houston..Cargo, 23 bales cotton, to order.

RECEIPTS OF PRODUCE

Memphis—Per steamer Paul Jones, cargo 50 hhds sugar Wm Flower; 129 barrels molasses M B Verneid, 19 hhds do A H Ferres; 11 hhds sugar, W Bogert; 55 hhds Lambeth and Thompson, 45 hds sugar Brander McKenna and Wright; 20 bls do A Mouren & co; 50 bls cotton J B Planchi & co; 50 do do Peyroux Arsinal & Co; 50 hds sugar C Legendre; sundry brl s of eggs &c, owners on board.

Per steamer E. Miller, cargo 105 bales cotton Allan, Asher & Co, 28 bales do 5 bls sundries Armor, Lake and Walker; 20 bales cotton, Brander, McKenna and Wright; 84 bales cotton Conover & Gridley; 30 do Forsyth & Limerick; 193 ks, 1 brl, 1 Goodin; 1 box mdze J A Leverich; 4 bales cotton keys & Roberts; 40 do Lockart, Fero & Dunnegan; 38 do Lawrence & Chalmers; 1 do Maddox, Pollard & co; 2 do Martin Pierantes & co; 108 do B J Dick & Co; 6 do Reiker, Hardy, Davis & Co; 93 do W H Beal; 26 do, 129 kegs, 11 brls and 8 half do Lard Thos Ansley; 80 brls flour & 25 do corn meal, owner on board.

Natchitoches—per steamer Teche..cargo 44 bales cotton, to J Bittoyer & co; 29 do Peyroux, Arsinal & co; 24 do I. Carpenter; 6 do A Mouren & co; 12 do A Rivardie & co; 4 do A Ledoux & co; 10 do Kickman, Abernathy & Hanna; 20 do Duffilo & Armant; 13 do H Rhymes.

Louisville..per steamer Vicksburg..cargo 122 hhds tobacco to A L Addison & co; 45 hhds do and 37 bls pork to A Coulter Prier; 41 hhds tobacco A H Wallace & co; 110 do J Varian & co; 12 hhds do 73 bales and 2237 sacks wheat, and 600 bls flour, 3 bls eggs and 10 kegs pickles, owner on board; 77 bales cotton, Lambeth & Thompson; 65 do Price Johnson & co; 1 box mdz Henderson & Gaines.

Cairo..per steamer Chancellor—cargo 3 hhds and 2 half do 74 hhds and 25 half do beef to Adams & Hartwell; 39 hhds tobacco and 16 half do do Landis & co; 12 hhds and 36 tierces, 2 hhds jowls and 20 kegs lard J Thayer & co; 162 bls flour 6 Bozzey; 90 hhds bacon, Mabard & Sigerson; 15 hhds tobacco Tate & Hopkins; 240 bls pork Lambeth & Thompson 21 bales cotton G M Lee; 44 do Barb, Watt & co; 155 do Conover & Gridley.

Lafourche—Per steamer Rodney—Cargo, 92 hhds sugar, Brander, McKenna & Wright; 25 hhds do and 58 bls molasses, J Sauvage & co; 6 hhds sugar and 8 bales cotton, Lambeth & Thompson, 25 hhds sugar, W Flower; 12 hhds sugar, W Bogert; 5 bales moss, J H Verret.

Natchitoches..Per steamer Hounsa. Cargo, 125 beef hides, 8 bales deer skins, 8 M Knight, on board, 8 bales of cotton, A Mouren & co.

Columbia..Per steamer Bayou..Cargo, 104 bales cotton, 80 do, A Fulton & co 134 do, Burke, Watt & co, 206 do, J W Campbell, 250 do, Price, Johnston & co, 102 do, owner on board, 51 do, Hobson & Gooch, 53 do, M White & co, 8 do, Keys & Roberts, 5 do, Lambeth & Thompson, 4 do, Gordon & Bennett, 7 do, Allan Asher & co, 10 casks rice, 4 bxs sugar, P Conway, 16 bxs tobacco, Bown & Crenshaw, 2 pipes gin, H O Bass, 41 bls cement, Forsyth & Limerick, 125 packages merchandize, R Rodgers & co.

St Martinsville..Per steamer A Porter..Cargo, 40 hds sugar, 12 bales cotton, A Rivardie & co, 14 hds sugar, one bbl molasses, Hall & Rein, 25 hds sugar, 65 bales cotton, 7 hides, Follain, Bellocq & Degolos, 20 bls cotton, H Pioselle & co, 18 hds, 24 bls sugar, H Halfrey, 42 bales cotton, M White & co, 30 hds sugar, Barker & Lynch, 46 bales cotton C Toledano, 6 hds sugar, Nugent, Turpin & Watt, 14 bales cotton, A Mouren & co.

Cincinnati..Per steamer Invincible..Cargo, 235 bls flour, 4 do pork, 4 bls tobacco; 3 bxs merchandize, Adams and Hartwell, 5 bxs saddlery, S & W J Bryan, 7 bxs merchandize, P Phanton & co, 50 bls whiskey; Turner & Baldwin; 1 bl do do flour, G Dorsey, 90 do, Mabard & Sigerson, 50 bls whiskey, Adams & Hartwell, 24 do, Ogden and Southgate, 100 refrigerators; Geo Whitman; 30 bales cotton, Lawrence & Chanters, 7 cases merchandize, M White, 3 boxes merchandize, Hobson and Gooch.

Tchula—Per steamer Bridgewater..Cargo, 26 bales cotton Barkman, Stanton and co, 41 do Adams and Whitall; 117 do Bennet, Ferriday and co; 28 do A Wilkins and clark; 32 do, H J Smithson; 7 do, Brander, McKenna and Wright; 37 do, Murphy Plasants and co; 5 do, Pickett and Banks; 23 do, Lockart, Fero and Dunnegan; 10 do, S W Oakey and co; 5 do, Keys and Roberts; 33 do, Parke, Weis and co; 5 do, W Bogert; 83 do; Allan Asher and co 124 do, W M Beal, 36 do, Forsyth and Limerick; 59 do, E Watkins; 35 do, Nezzett and co; 20 do, W H Wright 9 do, W and J Ousquet, sundry boxes, and spanks, owner on board.

Cincinnati..Per steamer Persian..Cargo 104 bales cotton, N and J Dick; 148 bls flour, 301 kegs lard, Stetson and Avery; 294 bls pork, 20 bls flour, Adams and Hartwell; 165 bls and 50 bls bacon, J Landis and co; 40 bls whiskey, G Dorsey, 5 do ale, J Sumner, 1 bls beef, J Hunter.

Bayou Sara..Per steamer Brilliant—Cargo, 112 bales cotton, 7 do wool, 1 bbl tobacco, M White and co, 5 bales cotton, J Bittoyer and co; 5 do, L Lecarpentier, 19 do, A Ledoux and co, 3 do, Brander, McKenna and Wright; 22 do, G M Lee, 18 do Burke, Watt and co; 3 do Bakey and co; 1 do, Taylor, Gardener and co; 2 do do, A Cass and co; 13 do, Gresham and Scott; 21 do, For bain, Re kes and Douglas; 4 do, T C Stewart; 5 do, H H Tirman; 54 do, 25 bls sugar, B Laudumary, 40 do, E Florence; 90 do, J H Leverich and co, 4 bls dried beef, S and W J Bryan, sundries, to sundries.

Vermillionville..Per steamer Colorado..Cargo, 173 bales cotton, J B Pioselle and co; 127 do, C Toledano, 30 do, A Mouren and co 221 do, Follain, Bellocq and Degolos; 40 bls sugar, 16 do molasses, J Sauvage and co; 13 do, Henshaw and Rogers; 2 do sugar, Hall and Rein; 80 hides, and sundries, to owners on board.

Vermillionville—Per steamer Colorado—Cargo; 208 bales cotton, J B Pioselle and co; 24 do, Henry and Laurau; 127 do, C Toledano, 30 do, A Mouren and co; 16 do, 20 bls sugar, 30 hides, Follain, Bellocq and Degolos, 40 molasses, Henshaw and Rodgers; 90 hides, 1 barrel and 8 bxs sugar, and 1 bl molasses; owners on board; 2 bls sugar Hall and Rein.

Pittsburg—Per steamer Tribune, Cargo, 181 bls whiskey, 5 casks hams, Ogden and Southgate; 4 bxs beef tongues, 8 bls W J Bryan; 6 tierces, 13 bls hams, Lovet and Amelung; 13 bls Sears, Mabard and Sigerson; 54 bls flour, G Dorsey, 2 cases mdze, J W Bidwell; 25 bls hams, J Landis and co; 80 bls whiskey, Adams and Hartwell; 1 bale sheeting, J Varian and co, 225 sacks copy Franklin and Henderson; 200 pieces bagging 220 coils rope, W B Sommer and co, 12 bls hams, 3 bls dried beef, 2 bls sausages, P Shannon and bro, 36 bales, J C Howey, 2 do, Allan Asher and co.

CONSIGNEES

Per ship Ohio..S & J P Whitney, J A Merrell, A Grant & co, P Shannon & br, J Thayer & co, Davis & Hobert, Hiller & Waterman, J Jewell, C Deane, Adams & Hartwell, P Wheeler W Hyde, J Bailey & co, Borders & co, Godfrey, Laurie & Russell, W J Grant & co, W J Garrett, Napier & Co, Gordon & Weir, M & J Mulan, Foot & North, A Marsh & co, J Landis & co, F M Weld & co, Vining & Powell, Shall & Brown, J Lanzarck, Kibler & Head, Lo ofie & Jacqueline, A Lindsay & co, H Rice, Page & Powers, C Leftwich, C Flint, Legend & Bailey, J C Wagner & co, Hall & Rein, Hoover & Brenham, Tools Sawyers, Quarles & co, J Vaires & co, A Whitman & co, A P Dunbar & co, J N Robert W Holmes H A Wineskow, Hamilton & Rogers, Slator & Tilton, G Doubleday & co, E Sexton, R R Mellin, Currier & Baron, G S Small, E Graves & R G Holden, J Whitney Yeatman & co, Hutchinson & Sampson, I Bridge & co, Frazet & co, W Clapp, H Bonnabel, W H Carpenter, J P Allen, J Hewes, Capt and order.

Per ship Helena..Whaling & Stark, Maxwell & Hughes, Lizardie & Jacqueline Yeatman & co, Taylor & Dewey & co, St Duvall, Packner, Stanton & co, W Bogert, J Landis & co, A H Wallace & co Lambert, Fears & Bennett, Harrison & Legg 4 cs, A Burdes, Parker, Watt & co, W M Beal, Wood & Sinnott, G McDowell, German & McMahon, Lambeth & Thompson, B Bedford, Byrnes & co, E. Tracy, Walker, Lake & Walker, Buchner & Stanton, Dobbin & Brown, Adams & Hartwell, J M Bell & co, A Grant & co, Bonnet, Ferriday & co, Peckett, Banks & co, G Gallaher, Martin Pleasant & co, R Waterman, Price Johnston, F Turner & co, D Adams, Rogers & Harthorn, J W Zacharie & co, G Green & bro, C H Kennedy, L Cass, J C Hanson, P & J Ferguson, I Morrett, J J Griffiths, S G Blanchard, Ogden & Southgate, W H Taylor, Henderson & Gaines, and order.

PASSENGERS

Per ship Ohio..G R Curson, W Hawyes.

Per steamer Bayou Sara..Judge Sargent, Messrs Butterworth, J Keller, Davidson, R Slaughter, H Parish.

Per steamer Hounsa..H Addams, W R McShane, J A Pessin T J Davis, R R Calfee, J L Swain, L Gilbert, S Pagues, C T Dixon, H Fanious, S M Futler, V H Cotton, O Benoes, W Carson, G W Airy.

Per steamer A Porter..B Brown, M Curtes, E P Garnier, R E Pyde, J Allen, Barnabe, R Mills, Johnson, J Bettersse, P Paul; A Renshane, Mr Rose, Simpson, McKinley, Mrs Vates, Mrs Thompson.

Per ship Seaman..H P Morse.

Per brig Sam Houston..J Newton, J B Craigs, C A Bullard, M P Young, J F Moody, J Turner, J E Bass, C Thompkins, T W Hicks, J Alley, H Talbot, T J Talbot, W J Talbot, J W Freeland, W J Maynard, J May.

Passenthers per steamer Paul Jones, J A Brand, N Brand, A Tete, Turrillo, Fitzpatrick, E Lexnaydre; A Canril, H T Vennard, M Tierrro, A Temples, B Shinkle, C Shinkle, Cole, Mrs C Shinkle, Mrs Gisier, Mrs Temples.

Passengers per steamer P. Miller W Hayden & son; J W Haynes, D D Colip, W R Cowan, E Cordis, H M Guffen, J H Brown, O Bryar.

Louisville..per steamer Vicksburg..Messrs Egleson, Bishop, Dickens, Bone, Rogers.

Per steamer Invincible..W W James, G Gorman, J Thomson, Banks, Hobson, Leef, Carr, Shell; J S Hopkins, Mrs Smith.

Per steamer Bridgewater..O R Hill J Hart, Marsh, Goordoult, Nor. Miller, Rafel, Capt Carey Vattois, Irwin, Brown and Chapman.

Per steamer Tribune..Miss Harris, Miss Rhodes, Louis Eastman, Richardson.

Per steamer Colorado..W Dawrez, J Haligan, Tom Zerald, S Nones; A A Martin; Jo Nones; Z Gindy; F Tuchs; M Brion, E Cheaux U Lartigue.

MEMORANDA

Steamer Bayou Sara towed down from Grand Gulf brig Laura, Lunt, in ballast.

Nine feet water in the Ohio, and falling.

Ship Norway spoke on the 26th March, in lat. 27; long 88, whaling brig Juno, from the coast of Brazil, bound to N Bedford with 300 bls oil on board, and 2 whales lashed alongside. 4th inst, in lat 30, long 71, ship Palestine from New Orleans, bound to Havre.

On 10th inst saw a barque, painted black with a white streak, ashore on the west part of Bahama Banks.

THE MARKETS.

MOBILE, April 20.

COTTON.—The sales of the week are estimated at 6000 bales, half of which, say 3000 bales, was taken on Saturday last. Since that time an unusual dullness has prevailed—buyers taking very sparingly, and holders careless about selling, except at full rates, feeling confident of favorable accounts per Great Western. The advices brought by the Monongahela have had a tendency to strengthen this belief. We may therefore set it down as certain, that operations will cease, by the mutual consent of both buyers and sellers, until the long and anxiously looked for accounts by the Great Western shall have been received.

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EDITED BY JOHN GIBSON.

FAITHFUL AND BOLD.

NEW ORLEANS:

MONDAY APRIL 22, 1839.

WAR WITH GREAT BRITAIN.—If Great Britain should persist in her demands upon the territory of Maine, every man of common sense must acknowledge, that a war between the United States and that power, is inevitable. Nay;—should the dispute now on the carpet be amicably adjusted, any attempt on the part of England to hold possession of the country south of the forty-fifth degree of north latitude in the Oregon territory, will kindle into the blaze of war. Nor is this all. England will never be permitted to take possession either by treaty or by force of the Island of Cuba, without coming into conflict with the United States. Here then are three great causes which will plunge the two countries into war, should the English government move on the political chess board as above suggested.

The consequences of a war between the two countries, to the United States, have been amply detailed by the journals both at home and in England, but no one has favored the public as yet with a picture of the results to flow from such a conflict, to the mighty kingdom of Great Britain. The glowing predictions of ruin to our trade and to our home interests in the event of a war, have come upon the ear from the four winds of Heaven. The feeling that could dictate such despondent "lamentations,"—for they are such,—is nearly a sin to that which would sacrifice patriotism at the shrine of self-interest. The English papers abstain religiously from any prophecies of evil to Great Britain to arise from a war with the United States. They are wise, and their course should rouse American writers to a similar one. But since they are so profuse in the utterance of their opinions upon the results to America, it might be as well, while waiting for the news by the Great Western, to point out some of the consequences likely to affect Great Britain, should the two nations resort to the "last appeal."

A war between Great Britain and the United States, would be a war between a monarchy and a republic between the tyranny of feudalism and the freedom of equal rights, between a government of the few and a government of the many. The sympathies of all men in political bondage would be with the United States. For the last twenty years, the British Lion has been striving to throw off the fetters, the chains, which were fastened upon him ages ago, by the tyrany of the few. Millions of Englishmen and Irishmen are sighing for the blessed liberty enjoyed by Americans. Thousands upon thousands of them have broken the silken cord that bound them to their native soil to fly to the States, for the realization of that liberty which tyrants at home have denied them. Even at this moment the great mass of the people in England, Ireland and Scotland, are moving slowly towards the goal of their rights. A contest with the republic of the United States will only hurry them on.- Ever suspicious of the inroads of titled governors, of men who claim the divine right of governing the many, the working classes of the three kingdoms will look on a war with America, as a direct attack upon republicanism, and the consequence will be a rousing up of their deepest sympathies in our favor. They will refuse the supplies, and in doing so, humble their self-styled governors into submission to the real sovereigns of the Island, the people. If resistance should be made to the demands of the many by the landed proprietors of Great Britain, then will come the horrors of civil war. The people of England will find in the people of America firm friends, whose mighty arm will be raised in their favor to strike royalty from its high seat, and extend the glorious principles of free government.

At the moment when the signal of war, between this country and England, shall have been given, the colonies of the latter power, smarting under the recollection of past wrongs, will rise against the home government and assert their rights. Her West India possessions populated by hosts of free blacks will rise and join the St. Domingo league, and drive for ever from amidst them the British power. Any attempt to conquer the blacks and reduce them to slavery again, will prove as abortive as that made by the French upon Hayti. Canada ripe for rebellion, will raise the standard of revolt. Thousands of Americans along the northern frontier, will hasten to the support of men battling for their liberties. War then between this republic and the kingdom of Great Britain, will uproot the British power on this continent. Whatever be the origin of the quarrel, it will reduce itself to a contest between liberty and slavery. The Union will be as one man going forth to meet the foe. The struggle will be long; but tyranny is destined to bite the dust.

The declaration of war against the United States by Great Britain will be the signal for the march of the Autocrat of Russia, upon India. The millions of oppressed natives of Hindostan will rise upon their hated tyrants, and gladly seek relief in a change of masters. Paralyzed at home by the resistance of more than half of her population to the government at the time, attacked on all sides by the sympathy of freemen, whose power is a tower of strength; groaning down by a national debt, which is daily eating up the very vitals of the working classes; distracted by the cries of eight millions of Irishmen for a repeal of the Union; divided in her councils by conflicting opinions as to the propriety of granting the demands of the people, the British government will begin and carry on a contest with America, that must result in the downfall of royalty and hereditary legislation in the "fast anchored isle" to the great benefit of the people, who will erect on the ruins of feudalism a representative government. This end will be achieved if nothing should occur to distract the powers of nations, but much more rapidly in the event of a war with the United States.

The friend of liberty and of equal rights looking inerrently to the question of their extension, would see depiote a war between the two countries, for the result will certainly be in favor of the spread of republican principles. The manufacturing interests of England—to go more minutely into the subject—would be the first to suffer. England may get our cotton through Texas or France, but the great market for her commodities in the United States would be closed. The cotton would therefore be of no use to her. Thousands of mills must cease to run. Thousands of Englishmen will, by this course, be left to starve. A paralysis in the manufactures of England will extend its ruinous influence to all other interests in the kingdom. Then will the cry of "Liberty, Liberty" be heard from the hills of Scotland to Land's End, from Shannon to Humber;—then will the oppressed of England find such aid in Americans, as America herself found in France, in the War of the Revolution.

Let Great Britain's rulers rush into war with the U. States when they dare, and they will find that sixteen millions of freemen, animated by the same spirit that governed the heroes of the revolution, will never rest content till British power be expelled from this continent. Let them come on, when they may, and they will find to their dismay, that their greatest enemies will be in the heart of their glorious Islands, that the people of Great Britain will boldly throw off the shackles of kingly power and assert their rights as their forefathers did in the colonies of America. The sun of republicanism is up high in the heavens, and ere many days shall pass away, its noon tide rays will be shed upon Great Britain, whose sovereigns will be the "people themselves."

FOUR DAYS LATER FROM VERA CRUZ.—By the arrival of the British barque Tannamara, Captain Wilson, from Vera Cruz, from which port she sailed on the 13th instant, we have confirmation of the above intelligence.

The amount of property destroyed by the burning of the Custom House, was $1,500,000 nearly all belonging to French and German merchants. General Mexia had not arrived, but was fifteen leagues north of Vera Cruz. On the day of the fire all of the British marines on board the vessels in the harbor, were landed, for the purpose of protecting the property in case of the arrival of General Mexia, who was then expected; but as he had not arrived, and it was thought he would not very shortly occupy the town, they were re-embarked on the 13th. Nearly all the specie of the Merchants, in Vera Cruz on the day of the fire, was deposited on the British frigate Madagascar, for safe keeping. The French and English fleets were to leave the port of Vera Cruz on the 13th, round by Sacrificios, Tampico, Matamoras, &c, to learn something of the operations of Mexia. Five French vessels and a small portion of the British were to be left at Vera Cruz. The British sloop of war Satellite had sailed for Canada with a large amount of specie for the troops there. The day the Tannamara sailed, the Mexican Conducteur arrived at Vera Cruz, with $3,000,000 of specie on board. The regulation of the port of Vera Cruz, as reported by the Tannamara, is to allow five vessels to discharge at once Twenty seven sail of merchant men, about eight of them British, were in port. Business was extremely brisk till the day of the fire; but that had caused great confusion and dismay.

LATEST FROM VERA CRUZE.—The U. S despatch brig Consort, *W. H. Gardner, Com't.* sailed from Vera Cruz on the 9th inst. and arrived off the Balize on the 10th inst. bringing $122,600 in specie, to sundry merchants.

Officers on board the Consort—*Passed Midshipmen*, M. Lewis, H. Y. Wingate, J. Hall, Wm. C. Crane. *Midshipmen.*—W. R. McKinney, G. W. Rodgert. *Captain's Clerk.*—J. L. Sloane.

When the Consort left, Gen. Mexia was within five leagues of Vera Cruz, with 1000 man and five brigs and schooners. He was expected hourly to arrive. The Custom House had accidentally taken fire on the 7th inst. and was totally destroyed, consuming an immense amount of property—the loss estimated at from $800,000 to $20,000—principally belonging to German & French merchants.

U. S. ship Vandalia, from Tampico, was going into Vera Cruz as the Consort was coming out. Her B. M. frigate Madagascar, with the broad pennon of Commodore Wallace that had weighed for England, returned to Vera Cruz when the approach of Mexia was announced, with the view of protecting the British merchants. U. S. ship Ontario from Tampico, McKenna, commanding, arrived at Vera Cruz. Her B. M. frigate Vestal was spoken two days sail off the Balize, standing S and S W, with $2,700,000 in specie on board, to pay off the emancipation debt at Jamaica. Her B. M. sloop of war Satellite, was lying at Vera Cruz. In the port of Vera Cruz, 50 sail of vessels 12 of which were British. The port regulations allow but two vessels to discharge cargoes at the same time. Some have been waiting their turn for two months, and will have to remain several months longer.

CELESTE.—*1st night.*—There need be no controversy about it; any one who visits the theatre, will in a moment see that this enchanting *artiste* draws more than any other attraction that can be produced. She commences her brief engagement this evening, and will be greeted with a full house, as she always is. Since she was here, we have heard many express themselves, that her freshness & vivacity and spirit have been dreadfully missed. The Temple seemed to be chartered by *ennui*, but with her return, good spirits, will reascend and resume their vigor.

LITERARY REPUTATION.—Start not gentle reader! we are not about to inflict upon you a long dissertation on this theme. We could descant upon it by the hour. We could tell you with what days of toil and nights of bitter anguish, it has been wrung from a reluctant public. We might cite for your sympathy, the privations and misery encountered and experienced by those who have wrought in their sanctum chambers, ground down by penury and want, children of neglect, scorned in their life time, by a cold, unreflecting, uncaring world, without fire to warm them, food to appease the gnawings of hunger, or clothes to shield their squalid wretchedness; but it is not now our object. A revolution has taken place in letters, and more respect is now paid to the living *literateur*, than in times past, and he is more amply remunerated for the production of his fancy and research. The great liability to which we now are exposed, is that he may live to outlive his fame, and by imbecile and weak productions, diminish, if not destroy his former reputation:

"From Marlborough's eyes, the tears of dotage flow,
And Swift expires a driveller and a show."

In our country, young as it is as a nation, and especially youthful in its literature, we are not without examples, and none furnish us with a more forcible illustration, than J. Fenimore Cooper. Surely no one commenced a literary career, with brighter prospects. His early works of fiction were most favorably received—in fact, very highly prized. He was looked upon with eyes of pride by his countrymen. His name was in every mouth, and his books in the hands of every reader. They found ready sale and brought good prices. But his avarice of reputation, and his overweening vanity could not be satisfied. Losing sight of his proper sphere, and blind to his faults, he has sought new themes for his pen, to which he was unequal, and new fields, to win which his calibre was not of the right sort, and the consequence is he has written himself down. All of his late productions have been worse than feeble and insipid. His satire has been soulless and his wit without point and dull. He attempted ridicule of his countrymen has fallen back upon himself, and his gnawing envy manifesting itself in every preposterous shape, has subjected him to merited contempt. The freshness and vigor, and fullness of the first ears, have been blasted by the mildewed ones that followed—the lean kine have swallowed up the fat and healthy kine. His spirited and manly naval fictions, and sketches of American life and scenery—the daring of the hardy pioneer and "the battles, sieges, fortunes" of the aboriginal tenants of our soil, are all forgotten in the miserable failures that he has imposed upon his publishers, who in their turn have thrust them on the public. We are not very sorry for him. It is necessary that some examples should serve as beacon-lights, and his is one. An itching to be deemed a universal genius, and to acquire political rank or office induced him from the true policy he should have pursued, and made him *felo de se* in regard to his own reputation.

Happening in an auction room in this city, which is generally thronged and never more so than on that evening, with eager bidders, we were struck with the light repute in which Mr. Cooper's works were held. The same books which formerly commanded the highest prices obtained for works of fiction, were actually knocked off *at three pieces per volume.* There was no novel offered whilst we were in the room, that did not sell more readily and at a higher rate. The Monikins, Homeward Bound, Home as found, and sundry political tracts, seemed to be fresh in the minds of the bidders, and the trifling price, at which his works with the exception of these named, were knocked off, was most reluctantly given. *Sic transit.* He is an unfortunate *literarian* who outlives his fame, and who has not discretion enough to stop at the proper halting place. It is but an indifferent cow that gives good milk and kicks over the pail.

A fire was recently raging on Cove Mountain Pennsylvania. Fires in the woods and prairies are alarming in their extent, but they are magnificent spectacles.

THE ALBION.—The engraving of Queen Victoria which accompanies the Albion, now being delivered by the Agent, is very beautifully executed, but we cannot say that we altogether admire the appearance of her majesty. We doubt not she has many subjects who could dispute with her the palm of loveliness. However, the engraving is worthy of the very excellent periodical which it accompanies, and is a superior embellishment to the generality of such things, as the Albion is a thousand times more deserving of patronage than one half of the trashy papers that have twice its circulation.

The Eastern rail-road company (from Boston to Salem) has declared a dividend of five per cent. being the profits of the first seven months since the opening of the road.

The Hesperian, published by W. D. Gallaher, at Cincinnati, and the Southron, published at Tuscumbia, Alabama, are worthy the patronage of the West and South, in preference to any of the eastern monthlies. The editors have not yet furnished us with copies; nevertheless we accord them justice.

The Quebec Gazette of March 29 says, "since last night we have been visited with as violent a north-east snow storm as we have experienced during the whole winter."

LARKIN the mail robber has been convicted at Mobile, and is in prison awaiting his sentence. The jury only retired a few minutes, when they returned a verdict of guilty.

NEW YORK.—The Locofocos have succeeded in the New York Charter Election. We take the following remarks upon the mode of carrying on the election, from the Sun, an intelligent but neutral penny paper, and one of the very best in the empire city.

"During the whole election there has not been the least real confidence of success expressed by either party, and we are sure none has been felt. It is a fact, conceded on both sides, that never have the tricks, contrivances and corruptions by which votes can be gained, or transferred from one point to another, at which they would prove of more avail, been practised to a greater extent than they have during the three past days; and which ever party may prove to be the successful one, it certainly will have no cause to congratulate itself upon the means which have secured to it the victory.

The system of conducting elections in New York cannot be too loudly condemned. The elective franchise is absolutely trampled under foot. That the Locofocos have more than realized their hopes, there can be no doubt—that the whigs have no cause for gratulation and joy is as certain. They have been out-generaled, and whenever they sink party considerations and yield to men who burden they party, the deserve defeat only the country suffers along with them. We give the returns as received: majorities for Varian (L. F.) 3284—Those for Clark (W) 2817—giving the former a majority of 467. Other estimates give Varian a majority of about 1900, which is probably near the vote.

The loss of the whale ship Oscar, of New Bedford, at the Sandwich Islands, is computed at $70,000.

Gov. Cannon, and would-be Governor Polk are stumping it away to the good people of Tennessee at a lively rate.

N. Y. ALDERMEN.—The New Era, a democratic paper, claims, out of seventeen wards, to have elected 12 Aldermen and ten or twelve Assistants. The votes had not all been counted.

The whale ship Roman arrived at New Bedford a few days since, from the Pacific, and the Condor, from the South Atlantic, bringing 500 barrels of oil, 3000 of which are sperm.

ANOTHER WARNING.—A man about 30 years of age, and of respectable appearance, met his death in New York on Sunday evening last, in the following way. He was a passenger in the Harlem Rail Road car, and while it was going at a very rapid rate, his hat fell off, when he leaped down after it. With so much force did he strike the ground, that he rebounded from it. The car was stopped, the man picked up and taken to a surgeon at hand, where he received every requisite attention, but he died the next morning. It is supposed by those who saw him get into the car, that he was inebriated at the time. An attempt was made to learn his name, but he could scarcely articulate, and could only give a part of it, which was "Francis."

FOR NEW ORLEANS.

Packet of Wednesday, 24th inst.

Louisiana and New York Line.

The fine fast sailing packet ship LOUISVILLE, Capt. Allen, will sail as above, having a portion of her cargo now on board.

For freight or passage, having superior accommodations, apply to the master on board, opposite the Vegetable market, or to JAS B HULLEN.

apl22 74 Camp street.

The rate of passage by this Line has been reduced to $20.

☞ The packet ship Saratoga, Capt Hathaway, will follow the Louisville with quick despatch.

FOR NEW YORK.

Packet of Tuesday 23d.

New York and New Orleans Line.

THE new elegant Ship TAROLINTA, Captain Smith, will sail as above full or not full. For freight of 150 bales cotton or the bulk thereof, apply on board or to

a22 PETER LAIDLAW, 66 Camp street.

FOR HAVRE.

The elegant A I packet ship REPUBLICAN, J G Wilson For freight of 500 bales cotton or passage, having splendid furnished accommodations, apply to Captain Wilson on board, opposite the Mint, or to

22 ap PETER LAIDLAW, 66 Camp street.

FOR ALEXANDRIA, NATCHITOCHES, SHREVEPORT, FULTON & JONESBORO, And intermediate Ports.

The staunch steamer SOUTH ALABAMA, will positively leave for the above and intermediate ports on Wednesday the 24th instant, at 10 o'clock. For freight or passage, apply on board, between Custom house and Conti streets, or to T B LEE & Co,

a22 28 & 29 New Levee

N. B. The Alabama has a fine upper cabin, all state rooms, and offers accommodations equal to any boat in the trade.

☞ Packet ship TAROLINTA for New York—Passengers will please be on board to morrow afternoon