COMMERCIAL.

May 7.

The Banks take none of their dog-in-the manger policy where means to be distributed on the part of some men in this city, who seek to hold place, to persist in the present system of monopolizing the circulating medium, for the purpose of testing the expediency of how far the people can exist without the means of carrying on trade when the articles of commerce are at their very doors. The issue can easily be foretold. The people will not much longer bear the excruciating tortures attendant upon the new fangled inquisitions of modern manufacture. Men will not submit to see their all torn piecemeal from them to meet the demands of inexorable creditors, when by a proper administration of the money affairs of the country they can make their industry of avail and live happily and honestly. The merchant of enterprise will not much longer allow himself to be crippled by the acts of designing men. There will be a general break up of all the elements of society if the currency is to be destroyed by those whose duty it is to preserve it.

In cotton some little stiffness was experienced. It is said that two buyers appeared in the market to-day, and offered an advance a shade above last quotations. Holders are however on the alert. It is confidently expected that the rate in Liverpool by the next advices will be fully two cents higher than reported by the Western. In other articles of produce, no change of moment.

Notes difficulties do not seem to adjust themselves very rapidly. In this day's paper, the report of the trials at the Commercial Court indicates that there may be a compromise with his principal creditors. The little creditors are the most stubborn and so most are for fight to the last. Report says, but we do not believe it, that the 123,000 dollars in specie, received last evening, from Liverpool, came to the order of Mr. Nolte. If it be so, it will help him wonderfully, out of the scrape into which he has fallen.

Hard times, indeed, when there is five feet six inches of water in the Canal, and that it is falling. The Cumberland was rising on the 2nd instant.

All the accounts from the interior of Mississippi, speak in rejoicing terms of a complete stand, and that the low has featured just for almost every second person. The jails abound with persons seized to pay debts. Sheriff's sales are the order of the day, and in Monroe county, all the law officers have resigned, to avoid the necessity of executing the law, putting the evil day off for six months. How long is anything to last? In Vicksburg, they are convulsed to the centre, by the explosion of the Bank, whose stockholders live in the East.

Latest Dates.

Liverpool, April	26	Washington, April	23
New York, do.	25	Cincinnati, April	28
Philadelph a do	26	Louisville, do	27
Baltimore do	26	St. Louis, do	23
Richmond, do	25	Liverpool, Mar	22
Houston (Texas) April	18	Paris Feb	28
Boston, April	14	London, Mar	22
Nashville do	27	Havre	28

PORT OF NEW ORLEANS.

CLEARANCES. May 7, 1839.

Ship Rothschild, Lurkett, for Liverpool, S Heath & co
Ship Potomac, Smith, for Liverpool, A L Addison & co
Br Barque Dale, Burton for Liverpool, W Vasco
Brig Smyrna, Parry, for Gibraltar, J W Zacharie & co
Brig Unas, Brown for Baltimore, J W Zacharie & co
H B James, Owen, for Halifax, C K Hamilton
Schr Mary Jane, Acero for Pensacola, Master
Schr Hilda, Shiek, Southport, Master

ARRIVALS. May 7, 1839

Tow boat Tiger, Caswell, from N E pass, having towed in sea ships Salem, Robert Morris, barque Sarah Lee, brigs Corinthian Eliza & Ellen, U S transport ship Woodbury, and schr Delight, returned to the city with ship William Tell and brig Ludwig. Left the bar on the 6th inst. at 10 A M. Reports one brig in the offing. Ship Auxerlitz inside the bar. Nothing new in the river.

Tow boat Lion, Riddle, from S W pass having towed in sea ships Z. Mitchell, Marcia, Cleveland, brig Triton, returned to the city with Br barque Zampa. Left the bar on the 6th inst. at 4 P M. Reports nothing in sight off the bar. Nothing new in the river.

Tow boat Shark, Thomas from the Passes, having towed to sea barque Clarion, brig A E, U S transport schr Columbia, schrs Henry and Erin, returned to the city with ship Herald. Left S E bar 5th inst. at 8 A M.

Ship Herald, of Baltimore, Odem, from Havre, 12th March, to March.

French barque Zampa, Garnier, 65 days from Nantes, to J Hagen.

Schr Orion, Burnham, from Apalachicola, master.

Ship William Tell, Collen, 65 days from Messina, to Joseph Barker.

Brig Ludwig, McLennon, 18 days from Thomaston, to Geo Bedford.

U States steamer Seal, Willard, from the Balize. Reports 2 ship and 2 brigs coming up, under canvass. Left the Balize at 6 a m.

Steamer McFarland, Dunseth, from Cincinnati.
Steamer Rodney, Day, from Lafourche.
Steamer Manchester, Smocker, from Fulton.
Steamer Madison, Scott, from St Louis.
Steamer Clarksville, Irwin, from Smithland.
Steamer Norfolk, Smith, from Louisville.
Steamer Geo Washington, Quarrier, from St Louis.

EXPORTS.

LIVERPOOL..Per ship Rothschild..Cargo, 1468 bales cotton 46 hds tobacco, 164 tons log wood.
.....Per ship Potomac, Cargo, 584 bales cotton 330 hds tobacco, 100 dried hides.
.....Per barque Dale..Cargo, 1413 bales cotton, 131 tons log wood.
GIBRALTER..Per brig Smyrna..Cargo, 172 hds tobacco, 22 M pipe staves.
BALTIMORE..Per brig Unas..Cargo, 204 hds sugar, 12 cases merchandize.
HALIFAX..Per brig James..Cargo, 1191 bls flour, 114 bls, 34 half bls beef, 2 casks hams, 12 do bread, 68 bags wheat.
PENSACOLA..Per schr Mary Jane. Cargo, small lots fruit, wine, brandy, coffee, rice, flour, sugar, hams, groceries, provisions &c.
NEWBURYPORT..Per schr Glide..Cargo, 150 bls flour, 3000 bushels corn, 3 hds bacon, 3 do sugar, 10 bls lard, 5 do sugar, 5 do pork, and lots merchandize.

IMPORTS

MESSINA..Per ship Wm Tell—Cargo, 28 asses, lots fruit, to J Barker.
THOMASTON..Per brig Ludwig..Cargo, 1300 casks lime, to G Bedford.
HAVRE..Per ship Herald. Cargo, wine, brandy, china ware, perfumery, cordials, leeches and merchandize, to marine consignees.
NANTES..Per barque Zampa..Cargo, lots wine, liquors, cordials, dry goods, books, E ware, sardines, bottles, preserves, millinery, leeches and merchandize.
APALACHICOLA..Per schr Orion—Cargo, 100 bls fish, to master.

RECEIPTS OF PRODUCE

Lafourche..Per steamer Rodney..Cargo, 56 hds sugar, 14 bls molasses, Wm Stagg, 30 hds sugar, 74 bales cotton, Martin Plassante & co, 90 hds sugar, and 25 bls molasses, Brander, McKenna & Wright, 12 tierces molasses, Lambeth & Thompson, 19 bls molasses, J Maierre, 7 hds do sugar, A Eagar.
Fulton..Per steamer Manchester..Cargo, 174 bales cotton, 88 S J Dick, Lidle, Brander, McKenna & Wright.
St Louis..Per steamer Madison..Cargo, 1571 sacks corn, Yates & Hopkins, 253 do, Connolly & Elder, 80 bales skins and furs, J A Merle & co, 5050 pigs lead, 370 bags oats, 26 bls pork, 90 do lard and 6 casks hams, Godfrey, Laurie & Small, 405 bls pork, 455 do, 335 kegs lard, 1112 bags oats, 124 do corn, 55 doz brooms, 4 bags and 1 cask, merchandize, to the owners on board.
St Louis..Per steamer Washington..Cargo, 140 bls pork, Lapeyt & Arefuna, 11 casks lard, J Thayer & co, 1062 do bacon hams, J Landis & co, 64 head cattle and 90 do sheep, owner on board.
Smithland..Per steamer Clarksville..Cargo, 14 hds tobacco, Forsyth & Limerick, 29 do, S & J Dick, 21 do, A L Addison, 17 do, Yeatman & co, 345 bales cotton, Robt Austin, 1 box merchandize, D M Henson.
Louisville..Per steamer Norfolk..Cargo, 51 pieces bagging, 267 coils rope and 57 bales twine, Franklin & Henderson, 131 bales hemp, Reed & Sanford, 369 coils rope, 101 pieces bagging, 6 bales twine, Lambeth & Thompson, 45 coils rope, Cooper & Southgate, 16 bls vinegar, 38 do pilot bread, W Rouse 30 bls whiskey, Joe Landis & co, 140 bls whiskey, owner on board.
Cincinnati..Per steamer McFarland..Cargo, 680 bls pork, A H Wallace & co, 50 bls eggs, Michard & Sigerson, 48 bls whiskey, Ogden & Southgate, 9½ kegs lard, Michard & Sigerson, 200 bls flour, G Dorsey, 6 casks bacon, T Toby, 50 bls tobacco, Tate & Hopkins, 1 bbl bacon, and sundries, D Williams, P Shannon & br, J Landis & co, 80 bls flour, Hyde & Comstock.

PASSENGERS

Per steamer Rodney..A Porter, Dr Smith, S Graham, P McCawley, Williams, Johnston.
Per steamer Geo Washington..Messrs Boyd, Ford, Siddons, Bartlett, Blow, Gardner, Levi, Fagan, Gray, T Page and Robinson.
Per steamer Clarksville..Lynch, Smith, Brazier, Hoffman, Bass, Heckman, Sellers. 14 on deck.
Per steamer Norfolk..H F Smith, Clarke, G G Holdship, J M Gilmore.

CONSIGNEES

Per ship Herald..J S Lindon, Hagedorn & Cramer, F N Cologne, C Voizen, A Dutilloy, Gordesville & Lacroine, Berard & Boyenaudie, E Marigny, Degoer & Ridard, J H Mattaustein, J H Field & co, Blanchard & Elmer, J T Laguerenne, J Berthac, R Lecesne, J F Vies & co, Hyde & Goodrich, Rennnage & Hackett, Reiseke Dalery & co, N Alcard, Duflilo & Arquent, F Duvernneau, Jonas Brothers, P Rousse, J B Couvelier, F B Lafosse and order.
Per barque Zampa..M J Loblanc, M Crellier, Henry and Lacroix, Williams & Lindley, A Riverdie & co, J & L Garnier, Andier, S A Garnier, M David, Labatut Delamare, Moreau Ramon, J H Mossmant, L Billaudon, M F A Orleils, M Lavergne Medu Galoc, Carriere, Daron & co, R Groning & co, M Laverie Schippers, Menard Brothers, J Albert, F Verrier, P A Coussere, B Just, J Mager.

MEMORANDA

Per steamer Louisville to this place and intermediate ports [illegible] wreck of the George

THE TRUE AMERICAN.

EDITED BY JOHN GIBSON.
FAITHFUL AND BOLD.
NEW ORLEANS:

WEDNESDAY MAY 8, 1839.

The Council of the Second Municipality were occupied last night principally in the election of officers.

The following is the list of those elected:

John Gibson, Secretary.
J. Calhoun, Comptroller.
Thomas Shoo, jr. Treasurer.
Js. Pilie, Surveyor.
H. Grant, do. Assistant.
R. M. Carter, Attorney.
J. B. Marks, Notary.
J. R. Butler, Wharfinger.
E. Lafonta, Clerk of the Recorder's Court.
Wm. Deacon, Collector of Levee dues.
S. H. Turner, do. Traverse, &c.
W. H. Wheaton, do. Hacks, Drays, &c. &c. Hawkers and Pedlars.
Wm. O. Warnock, Collector in dues for breaking up Flat Boats.
GH. Parker, Sergeant at Arms.
Commissaries...1st Ward..W. R. Willis—do. 2d do. R. D. Barry—do. 3d, do. Henry Kelly—do. St. Mary's Market, Wm M. Carter—do Poydras st. J. C. O. Grady.
H. S. Harper, Captain of the Watch.
H Crane, 1st Lieutenant.
A. J. Fallon, 2d do.
Whiter, Gouton, Alexander and Fullam, Sergeants.
J. O. Oborne, full Physician.

☞ DREADFUL STEAM BOAT ACCIDENT.—*Thirty lives lost—about 60 persons badly scalded—others slightly injured.*

The steamboat George Collier, which lay at the wharf opposite the Custom House, to undergo repairs for some time past, left this city on Saturday evening last, between five and six o'clock, for St. Louis. When near the mouth of Red River, about 80 miles below Natchez, at half past 1 o'clock a. m. a serious accident occurred, which proved dreadfully destructive of human life. The piston rod, which works in the cylinder, and by which the engine is propelled, being attached by a key or bolt which passes through the tea head, gave way, at the rent which received the bolt, and being relieved from the immense weight against which it had to struggle, was driven through the cylinder head, and gave free room for the steam to escape. The aft doors of the deck room were closed, consequently the effects of the steam were unavoidable upon the *locum tenentes*. The stands were thrown from under two boilers, but the concussion was not severely experienced on the boat. The most of those killed and injured were in the berths, on the deck aft of the boilers. So soon as the accident occurred, many rushed forward unconsciously in the face of the danger, and exhaling the heated vapour, instantly perished, or lived to linger a few hours in indescribable misery.

It is supposed that between 40 and 50 persons were scalded. The clerk of the Collier rates them at 54, consisting of deck passengers, and part of the crew who had retired or were stationed on watch.

We crossed over yesterday to see the Collier and examine the extent of her damage. No *explosion* seem to have taken place, but the immense force of the sudden rupture of the piston at the key, thereby disengaging the whole propelling power from the machinery by which the boat was moved, impelled from the screws the cylinder head, and demoged the boiler stands, thereby causing a current of heated vapor to escape, which was fatal to all who came in contact with and were exposed to it.

We have scarcely ever seen a more heart rending spectacle than the dreadfully scalded yet eking out their few brief hours of maddening misery, who are yet on board the Collier, and where every attention and kindness is paid them that could be expected, and which may tend to lessen their agony. These are aged mothers, with faces and hands and necks, and every portion that could come in contact with the hot air, dreadfully blistered and presenting a horrid spectacle, calling for the last ones whom they will see no more and forever. There were strong, stalwart men, calling aloud in their misery for their great protector to relieve them. How noble did the fortitude of some of the females appear! The fair skin had been curled and crisped, and the bright and lustrous eye had been quenched, or the irritation had closed up the swollen lids and shut out the world's light. What must have been their agony—the flesh falling from the red lips—themselves becoming of a sudden soft and ready to fall and leave the "face divine" a horrid spectacle.

We cannot conceive how the accident might have been anticipated. We do not remember to have heard of one of a similar kind. The steamer George Washington came down about an hour and a half after the accident, and towed her down. Every assistance in his power was promptly tendered by Capt. Quarrier of the Washington, than whom there is not a more amiable, attentive, high minded and honorable officer on the western waters. We take pleasure in according to Capt. Quarrier his just deserts. Below will be found a list of the passengers, who have died and those who were badly scalded. The accident occurred near "Tunica Bend."

NAMES OF THOSE WHO DIED.

T. J. Spaulding, fireman,		of St. Charles, Mo.
Chas. Brooks, deck passenger,		residence unknown.
Wm. Blake,	do.	of Boston, Mass.
Crissey Herring,	do.	Germany.
Mrs. E. Welsh & two children,	do.	New Orleans.
John O'Brien and wife, deck do.		New Orleans.
Seldon J. Brockqua,	do.	Poland, Ky.
John Ideda,	do.	France.
David J. Rose,	do.	New Orleans.
Dederick Gron,	do.	Germany.
Dederick Cross,	do.	Boston, Mass.
Joseph B. Rosseuil,	do.	Boston, Mass.
Joseph Lawrance,	do.	Paris co. Indiana.
Peter Smith,	do.	New Orleans.
Charlotte Fletcher and brother, deck pas'gers.		England.
—— Bilch, fireman, unknown.		
Six persons whose names are unknown.		

LIST OF SCALDED.

Mrs. Christian Herring	do.	Germany, badly
Thos. Fletcher & wife,	do.	England, badly
Francis Bunn & wife,	do.	unknown, slightly
Francis Serunelly,	do.	St. Louis, do
Thomas Butler,	do.	unknown, do
Isaac Baney,	do.	do do
Alfred Davis, deck hand,		do do
John Browne, fireman,		do badly
James McDonald, do.		do do
Five children of Adam Woolridge on board—some of them badly scalded.		
Slave of Thos. Johnston on board, slightly scalded.		
Isaac Ideda, deck passenger, of France, badly scalded.		

Stokes and Mears are to be executed to-day, unless the clemency of the Governor be exercised in their favor; and that he has ample and good reasons for doing so, is manifest.

The punishment about to be inflicted to expiate their offence, is so disproportioned to the crime, as to deserve the name of barbarous; and although it is the law, as they have been impartially tried and found guilty, it, yet it should not be literally executed when so seriously in conflict with our benign institutions.

We understand, moreover, that Recorder, the person upon whom this outrage was made, is not only willing, but is doing sentence respited. Mercy is an ornament, and we hope it will not so favorable an opportunity [illegible]

Laughter-making G[illegible] the Camp for a brief [illegible] believe themselves [illegible] trade and the [illegible] ducing. H[illegible] county sel[illegible] ria. [illegible] say [illegible]

his all-powerful agency at Ghent in preserving to the United States the invaluable navigation of the "Internal River."

At the treaty of Ghent the British Commissioners demanded as a sine qua non, that Great Britain should during all after-time, enjoy an equal right with the people of the United States to navigate the whole of the Mississippi river. And strange as it may now seem, it is an historical fact, that a majority of the American Commissioners were in favor of granting this most unreasonable and arrogant claim. It should be remembered however, that the sun of Napoleon had then set—that the glory and power of Great Britain were at their zenith, that the news of the battle of New Orleans had not reached Europe, and that the American Commissioners had but little grounds for hope, while those of Great Britain were big with confidence. But the master spirit—the great champion of "Seaman's rights," was a member of that memorable Council, and peremptorily refused to sign any treaty which contained the conceded right of Great Britain to navigate this "father of waters." In this struggle Mr. Clay had not like Gen. Jackson, cotton bags for a breast work, nor a murderous Kentucky rifleman to level with the dust, an opposing foe.—No, it was an open field fight—Henry Clay against three friends and the masters of Europe, and the conquerors of Napoleon. At this day the five hundred steamboats, exclusively American, floating upon the Mississippi, tell who won the victory, and throw a flickering light, on the dawning value of that achievement.

If the gratitude of the nation elevated Andrew Jackson to the Presidency, for defending bravely a single city, in a single engagement, what measure of thanks shall it bestow upon the man who saved, in spite of the too willing concession of friends, and the determinate arrogance of a powerful enemy, a mighty river which is yet to become the prolific mother of a hundred cities!

From the Charleston Courier, April 29.

DESIGNS OF CHARLESTON.

We have, from time to time, devoted our columns to a statement of the progress of the works connecting the Atlantic sea-board with the West and Southwest. [illegible] are happy now to find that the subject is [illegible] of general interest to the citizens of [illegible] A map, explanatory of all the improvements within our neighboring State, Georgia; the State of Alabama and the Territory of Florida, is now to be seen at the office of Messrs. Jarvey, Waring and White, and from the glance that we have had of it, we feel no hesitation in saying that it presents a volume of information that cannot be too minutely studied by all classes of our community, for it is equally interesting to all.

The subject which it would seem chiefly to impress, is, that a diversion of a greater portion of the cotton trade of the South, may be made from its present numerous and uncertain channels, to some definite point upon the Atlantic sea-board, and the map would prove, that Charleston can offer such inducements for this concentration here, as to secure the confidence of all parties interested. The points of chief production, we find marked down at Gainter's landing, upon the Tennessee—200,000 bales; Montgomery, on the Alabama—200,000 bales; and St. Joseph, upon the Gulf of Mexico,—90,000 bales—we presume this means, as many bales as we will send our merchandize there to redeem. To this amount, 300,000 more is added from the interior of Georgia, making in all 700,000 bales, the annual cotton production that may be brought to the Atlantic by the Altamaha river. The commercial power of one million of bales of cotton, equal to forty millions of dollars, will be fully adequate to the purposes of trade, not only between Europe and the South but for a greater portion of that between Europe and the West; for although this map is intended to fix attention upon the important subject of a concentration of cotton, the facilities of throwing our merchandize upon the West is clearly explained in our favor—even in contradistinction to the extensive works now in operation North of us.

We must confess, upon this latter subject, some surprise in learning that Macon is the point in Georgia to which our attention should be turned, in consideration of the heavy trade with the West. The point, Macon is marked down 190 miles nearer to the Tennessee river, at Gunter's Landing, than Augusta, and we know that the enterprising citizen of Macon, Mr. Butts, has started a line of boats from our wharves, that will land in Macon in 7 days, one hundred and fifty thousand dollars worth of goods, and bring back in less time, 600 bales of cotton, and at $2 per bale.

We were also surprised to find that Macon is but one hundred and fifty miles from Rome, a city on the extreme Western frontier of Georgia, and upon the steam navigation of the Coosa river, which flows within thirty-five to forty miles of the Tennessee river. From this fact we learn that Charleston in *nine days*, may throw her trade, for the supply of the West, upon steam boats on the Great Tennessee river, and in less than *eighteen months* from the present time. This explains to us why the Merchants of Cincinnati, Louisville and St. Louis, have been so luke-warm on the subject of our road to the former place.

There is even a more important point than Macon, marked down on the Ocmulgee river, the eastern terminus of a line of rail road of sixty-six miles, connecting the Atlantic with the Gulf of Mexico. This road may be reached in four days by our steam boats, and in six to eight hours more their freights be transferred to other boats on the Flint river, and in 40 hours be upon the Gulf or St. Joseph.

In addition to this outlet for trade, (which we would term the safety valve to all our importations, for we may let off any amount of surplus upon that great reservoir, the Gulf,) we have the very mile road branching at the Flint river, to Columbus, and the point before referred to—Montgomery, on the Alabama river, and the whole distance from the Ocmulgee River to the Alabama, 220 miles—making as Gen. Bernard reported to Congress, some fourteen years ago, the most important link of national road that could be constructed in the Union, connecting as it does from great Southern rivers in so short a distance. We allude to this fact, for it will be remembered that the General Government intended to construct this work simultaneously with the great Cumberland turnpike—but the Creek Indians held the country till within the last twelve months, and delayed the work until the internal improvement policy was abandoned by the General government. We trust that the South will soon awake to the adoption of the plan of improvement laid down for them by that distinguished engineer. And we are happy to find our fellow townsman, General Brisbane, a pupil of General Bernard's, has enlisted himself in so important a service. We only want time to understand these things, and we feel satisfied that Charleston will not be backward in lending a hand.

Silk Bounty in Massachusetts.—From an official document, published by order of the Legislature, we find that since the passage of the act of April, 1836, to encourage the culture of silk, there has been paid from the State Treasury the following amounts of bounty, viz:

For 1836,	$85 20
1837,	167 51
1838,	350 52
1839, to 1st March,	397 99
Total,	$1,021 22

The largest amount paid to an individual was $159 39. The amount of cocoons raised in the same time was 7 604 pounds. The amount of silk reeled and thrown, on which the bounty was paid, was 820 pounds.

New Bedford Mer.

Extract of a letter from Glasgow, dated March 20, 1839.

ATLANTIC STEAMERS.—"We feel highly gratified to inform you that the keels of three steamers of 1100 tons and 420 horse power, are now about being laid. No expense will be spared to make these boats equal to any vessels now afloat. They are intended to be run between Liverpool and Halifax twice a month, with a continuation from the latter port to Boston, and other steamers from Picton for Quebec [illegible] create not only a greater [illegible] States, but an immense [illegible] rail roads, by which men [illegible] arrive in Quebec in a short [illegible] steam to New York. You [illegible] here, after extending the [illegible] power and tonnage first co[illegible] made with Messrs. Wo[illegible] sive and successfu[illegible]

THE [illegible]

After [illegible] Coun[illegible] wer[illegible] Y[illegible]

When was the bargain closed?
On the 15th of April
Did Mr. Yeatman give you any directions about the delivery of the cotton?
Did you do it without any understanding on the subject?
The Broker does not weigh the cotton. He only classes and marks it. Yeatman & co had a weigher of their own.
When did the weighing commence?
Part was weighed on the 16th of April, at the rate of 500 or 600 bales a day, and finished on Sunday the 21st. On Friday the largest lot was weighed.
Was all this cotton in the yard?
Part was on the steamer John Randolph, and landing when the sale was made. Much of it was sampled on the levee.
When was the cotton transferred.
About the 20th of April, I believe. An entry was made in the book of the yard, but not by me.
Who applied to you for a receipt?
Mr. Beckman asked me for it on the 16th. I called on Mr. Barnes, found him out, and as I was returning met Mr. Chase, who gave me a receipt for 873 bags, subject to the order of Mr. Nolte, after a form furnished by Mr. Nolte. I was applied to next day by Mr. Beckman for another receipt, whereon I went with him to the yard, when Mr. Barnes gave him one signed by himself.
Did you inform Yeatman & co when the weighing was done?
No. The usual course is to send the factor an account of sales, which is never done till the list is through. My partner may have, however, told Yeatman & co, when the job was finished.
The transfer, you say, was made on the 20th April?
It was.
Did Mr. Yeatman instruct you to make the transfer?
No.
Did he instruct you to procure the receipt for Mr. Nolte?
No.
Did you tell him that you had got the receipt for Nolte?
No.
Is it your practice to transfer cotton sold by you as broker?
It is, and to enter it upon the blank book.
Do others pursue the same course?
They do.
What is the object of the entry?
For the information of the Cotton Press, that they may know the purchaser.
Who makes the entry—you or the broker?
Either by him or his clerk.
Is this the first cotton that you have sold for Yeatman & Co?
No. I have frequently acted for them and transferred their cotton.
Mr. BURT was called.
By whom were you employed to weigh this lot of cotton?
By the house of Yeatman & Co. I began to weigh it on the 15 April, quarter before 9 o'clock, P. M.
How much did you weigh the first day?
About 300 or 400 bales, and continued to go on as fast as the brokers marked. I finished weighing on Sunday 21st April.
When did you make your return to Yeatman & Co.?
I made any return by weights, and my bill for the labor on the 29th of April.
Mr. ANDERSON called.
You are a partner of Mr. Cram?
I am.
Did Mr. Yeatman tell you when the bargain with Nolte was made?
No.
Did you get orders from him to weigh the cotton?
I did not. I got my orders from Nolté to mark the cotton.
Who closed the bargain with Nolté?
Mr. Cram.
When did you begin to mark the cotton?
On the 16th April, and finished about the 20th. I put the marks T C S & J C T upon the bales.
When were the 1500 bales landed from the Randolph?
I do not know. I marked part of the cotton on the Levee.
Who instructed you to enter the cotton in the blank book?
I did it of my own accord. I have been six years a broker, and I did in this case what every other broker would have done. No other delivery than that which was made in this case has ever been made by me.
Mr. PERRAULT was called.
Did the bank advance the amount as stated in these two drafts to Mr. Nolté upon the cotton?
She did, and to secure the payment of them, the policies, receipt, &c. were handed to the bank.
Did you issue the orders for the cotton on board the Diadem?
The bank generally issues orders for all the cotton pledged to her.
Mr. BARNES called.
You carry on a Cotton Press?
I do.
What portion of cotton was in the yard belonging to Yeatman?
I know nothing of the bargain. I had begun receiving the cotton when I was told it was sold.
Are these your receipts?
One of them was signed by me. The others are right. I heard the bargain was closed on the 16th of April.
How many bales had you in the yard, when the first receipt was given?
About 1000 bales. The balance came in from day to day, and when all was in I gave a receipt to the factors, Mr. Yeatman & Co.
When a broker sells, does he enter on the yard book, the transaction?
The yard clerk makes the entry, and the broker signs it. The cotton is then considered to belong to the purchaser.
Is no other delivery necessary?
No, there are instances where no entry is made in small transactions, but is overlooked, and there is no difficulty.
Did you ever see this order? (shewing an order from Nolté to deliver to Dennistoun & Co, 1900 bales of cotton.)
I did not, and if I had, I should not have honored it, as I knew all the cotton in the yard belonging to Mr. Nolté, had been sequestered.
Did Mr. Yeatman order you to sign the receipt in favor of Nolté?
He did not.
To whom would you have looked for all the expenses incident upon the cotton while in your hands, if any had occurred?
To Yeatman & Co, until it was sold.
Are these receipts (showing two in favor of Nolté) commonly given by the cotton presses?
They are not. I never gave one before.
Then the buyer does not usually exact a receipt?
He does not. He is generally content with ordinary delivery, by transfer I always give a receipt to the factor for his cotton, if he asks for it. In giving the receipts to Nolté, however, I did nothing more than I would have done to any other parties, had they asked for them.
By what authority do you grant a receipt in favor of the buyer, when not instructed to do so by the seller?
By the usual custom of delivery. The receipt was only an extension of the transfer.
He often came into the yard when the cotton was weighing, and asked me how I got on?
Was he with you on Saturday, 20th April?
I cannot say. I informed him generally how much cotton was delivered in a day.
You consider weighing the same as delivering?
I do.
Messrs. MILLAUDON & FERET were then called, but the questions were put so inaudibly that we could not hear them. We understood the gentlemen to affirm that the broker usually delivers cotton sold by him, and that the custom of delivery was in effect the same as that elicited in the testimony above given.
Mr. BECKMAN being called, did not know of a general transfer book existing in any cotton press, unless perhaps in the lower one. He considered the system of giving receipts to the purchaser a new one,—at least one to which he had not been used.
The counsel for the defendant filed his answer, and asked for privilege to bond certain cottons in contesta[illegible]
Several of the counsel of the opposing parties then proposed to let the matter lie over till Wednesday morning, they being in hopes that some compromise would be effected without arguing the subject.

Recorder's Court,

SECOND MUNICIPALITY.

Reports of [illegible]

Camp St. Theatre

WILL OPEN ON THURSDAY 9th May, under the Direction of Mr. George Holland, and continue open every evening until further notice.
The Performance will consist of
DRAMATIC ENTERTAINMENTS,
AND
A GRAND EXHIBITION,
Imported from England at an immense expense, and never before equalled in this country in the extent and magnificent developement of its
OPTICAL ILLUSIONS.
☞ For particulars see bills of the day.
Doors open at half past seven—Performance to commence at 8 o'clock.
Parquette seats $1—Boxes 75 cts.
may8 6t

TRUE AMERICAN OFFICE.

BOOK & JOB PRINTING

In connection with this Office is a
SPLENDID AND EXTENSIVE ASSORTMENT OF TYPE
FOR THE PRINTING OF

Pamphlets	Blank Checks
Catalogues	Bills of Lading
Labels,	Dray Receipts
Legal Notices	Auction Bills
Bill Forms,	Show Bills
Steam Boat Bills	Circulars

BOOKS [illegible]
And every description [illegible] may be [illegible]

THE Little Frenchman and his Water Lots with other sketches of the times by George P. Morris Esq. with etchings by Johnson.
Sketches by Box Nos. 1 to 8 inclusive, received and for sale by ALEX. TOWAR,
my7 49 Camp st

NICKLEBY No. 12—Pascal Bruno, a Sicilian story by Theodore Hook, Esq. The poetic wreath, a selection from the British poets. The Choncologist 1st book. Just received and for sale by
A TOWAR, 49 Camp st
my8

PAPER—Cotton sampling paper. Just received a fine lot of large brown paper, suitable for cotton brokers, of Waterman's Manufacture and for sale by
may A TOWAR, 49 Camp st

The following are the Drawn Numbers of the Grand State Lottery, Class 34.
12 31 36 45 15 43 41 73 12 11 39

THIS DAY,
$9,000! Highest Prize!
Tickets only $2 50!!
GRAND STATE LOTTERY.
CLASS No. 34, Extra. Authorized by the Legislature of the State, To be Drawn This Day, May 8, 1839, at half past 6 o'clock, at Bishop's Hotel Common st.
S DAVIS & Co, Managers
75 Numbers—12 Drawn Ballots.
Splendid Scheme.

Prizes, amounting to	$149,638
Tickets $2 50—Halves $1 25—Quarters 63cts	

Packages of 25 tickets for $62 50. Shares in proportion.
For Packages or single Tickets, apply
May 8 At Managers office 16 Chartres st

PIMENTO—100 bags pimento, prime quality, in store and for sale low by
m8 J R HULLIN, 74 Camp st

The following are the Drawn Numbers of the Louisiana Lottery, Class No. 30, for 1839.
30 38 50 13 28 71 41 39 30 70 19 9

TO MORROW.
Capital Prize, $10,000! Tickets only $3 00
75 Numbers—12 Drawn Ballots.
LOUISIANA LOTTERY
Authorized by Act of Legislature, Chapter XLIII, passed March 27, 1838, Class 30, for 1839, to be drawn on Thursday, May 9, 1839, at 1-2 past 6 o'clock, P. M. precisely at the Exchange Hotel, St Charles st.
D. S. GREGORY & Co. Successors to *YATES & McINTYRE*, Managers.
SCHEME.

Prizes amounting to	$145,934

Tickets $3 00—Halves $1 50—Quarters 75cts
Certificate of package of 25 whole tickets for $41—Certificate of package of 25 half tickets for $22—Package of 25 half tickets for $11.
For packages or single tickets, apply at
The Managers Office,
35 Canal street, next to Camp st

NEW PUBLICATIONS.
THE Little Frenchman and his Water Lots, with other sketches of the times by G P Morris with etchings by Johnson.
Pascal Bruno, a Sicilian story, edited by Theodore Hook to which is appended the Atonement a story by Theodore Hook.
Number 12, Nicholas Nickleby.
Numbers 7 and 8, sketches by Box.
Clarke on the Mulberry Tree and Silk Worm, and on the production and manufacture of silk, embellished with appropriate engravings—Just received and for sale by
W McKEAN,
may6 cor Camp & Common sts

STATE OF LOUISIANA—Parish Court, of the Parish and City of New Orleans—Present the honorable Charles Maurian, Judge,
No. 11,191 Isaac Emanuel (détenu) ex. nat. (actual custody) vs. his Creditors.
Upon reading and filing the petition and schedule in this case, it is ordered that a meeting of the petitioner's creditors do take place in open court on Monday the 27th of May instant, then and there to show cause, if any they have or can, why the said Isaac Emanuel should not be discharged according to law. It is further ordered that H. Hunt, Esq. be appointed to represent the absent creditors, and in the meantime all proceedings against his person and property are stayed.
By order of the Court.
Clerk's office, New Orleans, May 4, 1839.
my6 td ARMAND PITOT, Clerk.

ETAT DE LA LOUISIANE—Cour de Paroisse, pour la Paroisse et Ville de la Nouvelle Orleans' present l'honorable Charles Maurian, Juge.
No. 11791. Isaac Emanuel (détenu) ex. ses créanciers.
En lisant et posant la petition la petition et schedule dans ce cas—Il est ordonné qu'une assemblée des créanciers aura lieu, en plenie cour, Lundi le 27 Mai courant, pourqu'declarer les raisons, s'ils en ont, pourquoi le dit Isaac Emanuel ne serait pas libéré selon la loi, et il plus ordonné que R. Hunt, Esq. soit nommé pour représenter les créanciers absents, et pendant ce temds, toute procedure contre sa personne ou propriété sera suspendue.
Par ordre de la Cour.
Bureau du greffe, la Nouvelle Orléans, le 4 mai 1839
my td A. PITOT, Greffier.

PARASOLS and UMBRELLAS—56 cases, comprising a general assortment of Mantua and Gingham Umbrellas and Parasols, new and fashionable styles, landing from brig Wm. Henry, for sale by
my6 I BRIDGE & Co, 134 Magazine st

CLOTHING—15 cases seasonable clothing, landing from ship St. Louis, for sale by
my6 I BRIDGE & Co, 134 Magazine st

DOMESTICS—5 bales 4-4 Lowell cottonades, 5 bales 4-4 twilled Lowell cotton, 3 cases buckskin stripes, landing from ship St Louis, for sale by
my9 I BRIDGE & Co, 134 Magazine st

FLOUR—600 barrels for sale by
may6 I BRIDGE & Co, 134 Magazine st

GRAND REAL ESTATE
LOTTERY OF PROPE[illegible]
Situated in New Orleans,
TO BE DRAWN ON THE 1st DECEMBE[illegible]
IN JACKSONVILLE, Fla.
Under the superintendence of the Commissioners appointed by the Legislative Assembly of Fl[illegible]
SCHMIDT & HAMILTO[illegible]
100,000 tickets, at $15 scheme price. $[illegible]
Selling price $20 per ticke[illegible]
SYLVESTER & Co., 156 Broad[illegible]
Sole Agents.
☞ The receipts of the sale [illegible] posited in the Canal, Un[illegible] Consolidated Banks, in [illegible] Louis Schmidt joint[illegible] Cashier of the Cit[illegible] tually Cashier of [illegible] as per act pas[illegible] on the 2d M[illegible] the abo[illegible] Trus[illegible] des[illegible]

[illegible] Mansion and [illegible] 146 feet 6 inches on Magazine street, and 101 feet 11 inches on Natchez st. This building produces now a rent of $37,000 per annum, and being in the most flourishing part of the city, opposite three banks, and in the immediate neighborhood of the St. Charles and City Hotels, its rents will, in a very few years be increased to fifty thousand dollars per annum. Estimated at $700,000
1 Prize—The elegant four story brick building known as the CITY HOTEL, formerly Bishop's Hotel, situated at the corner of Camp and Common sts, measuring 162 feet on Common st, and 146 feet 11 inches on Camp st. This building rents now for $25,000, and being in the most central part of the city, can shortly be increased to thirty thousand dollars per annum. Estimated at $500,000
1 Prize—The three story brick dwelling house, No. 30 on Natchez street, adjoining the Arcade, rented at 12 hundred dollars. Estimated at $30,000
1 Prize—The three story brick dwelling house, No. 18, adjoining No. 20, on Natchez street, rented at twelve hundred dollars. Estimated at $20,000
1 Prize—The three story brick dwelling house, No. 16, adjoining No. 19, on Natchez st, rented at twelve hundred dollars. Estimated at $20,000
1 Prize—The