New-Orleans Chamber of Commerce.

OFFICERS FOR THE YEAR 1839.

President, S. J. Peters.
First Vice President, W. L. Hodge, Esq.
Second do. Jno. A. Merle, Esq.

Committee of Appeals for 1839.

Jas McHick, James H. Leverich,
H. C. Nimmock, Alijah Fisk,
P. O. Sarles, Samuel Thompson,

NEW ORLEANS CANAL AND BANKING CO.

THE Iron Steamboat Rebecca will leave the Basin at the head of the New Canal, every day, (except Mondays) for the Lake, as follows:

Depart at 5 A. M.	Return at 8 A. M.
" 10 A. M.	" 12½ P. M.
" 2 P. M.	" 4 P. M.
" 5½ P. M.	" 9 P. M.

And on MONDAYS:—

Depart at 10 A. M.	Return at 12½ P. M.
" 2 P. M.	" 4 P. M.
" 5½ P. M.	" 9 P. M.

may 23 ft. CHEW, Cash.

NEW ORLEANS AND NASHVILLE RAILROAD.

WINTER ARRANGEMENT.

Departure.		Return.	
Wednesday,	3 A. M.	11	A. M.
Saturday,	6 A. M.	11	A. M.
" 2	3 P. M.	5½	P. M.
Sunday,	6 A. M.	10	A. M.
" 3	3 P. M.	5½	P. M.

New Orleans, November 25, 1839.
JAMES H. CALDWELL, President.
n26 tf

NEW ORLEANS & CARROLLTON RAIL ROAD.

NOTICE.—WINTER ARRANGEMENT.
To commence on the 1st of November, 1839.

FROM CARROLLTON.		FROM NEW ORLEANS.	
Horse Car at 5 o'clock A.M.		Horse Car at 6½ o'clock A.M.	
Locomotive, 8	—	Locomotive, 9	—
— 10	—	— 11	—
— 12	M.	— 1	P.M.
— 2	P.M.	— 3½	—
— 4	—	— 5	—
— 6	—	— 7	—
Horse Car, at 9	—	Horse Car, 11½	—

ARRANGEMENT FOR SUNDAYS:

The cars will leave at the same hours as in the week days until 1 o'clock P.M. when a Locomotive will leave Carrollton every hour until 7 o'clock, P.M., and New Orleans every hour until 8 o'clock P.M.

An extra Horse Car can be obtained before 12 o'clock P.M., for paying 5 dollars for the Trip. After 12 o'clock P.M. 10 dollars will be charged.

Persons going by the Steam Car must provide themselves with Tickets, as the conductor has positive directions not to receive money in lieu thereof.

THE JACKSON AND LACOURSE STREET CARS

Leave the head of Jackson street at ½ o'clock A.M., Canal street at 7 o'clock. At half-past 7 o'clock they commence to leave both ends every half hour, until 8½ o'clock P.M., (except no time), instead of every Canal street at 8½ o'clock, the car will leave there at 9 o'clock P.M.

☞ It is particularly requested that gentlemen will not put their feet upon the cushions, or smoke in the cars, when ladies are present.

Office New Orleans & Carrollton Rail Road Company, October 22d, 1839. } JOHN HAMPSON, Chief Engineer N.O. & C. R. C

CARROLLTON HOTEL.

C. LAVAUD has the honor of informing his friends and the public in general, that he has taken the Hotel at Carrollton, where he trusts he will receive the calls of his old friends and all lovers of good cheer. Private parties will be handsomely provided for by giving a little notice beforehand. He is willing to enter into arrangements with families or individuals desirous of passing the summer at Carrollton. n29

MAYORALTY OF NEW ORLEANS.

THE price of flour being this day $5 75 per barrel, according to the tariff the bakers will give 35 ounces of bread for ten cents, during the week beginning on Monday next, the 11th instant. The loaves of second quality, or of three for ten cents, shall weigh 25 per cent more, viz: 439 ounces.

C. GENOIS, Mayor. n24

SERVANT FOR SALE—A most likely mulatto girl aged about 19 years, a very good cook, superior washer, ironer and tolerable seamstress and house servant, sober, obedient and good tempered. The above servant would be an acquisition in any family, and is sold because her owner is desirous of paying his debts. Apply to the Editor of the True American. n22—5t

☞ Yesterday some poor creature, who wished to vent his spleen upon one whom he hated, but dared not *from*, inserted a forged advertisement in the Bulletin—copied below. It is certainly a mean and dirty trick—that any foul sight play—that no gentleman would be guilty of—evincing both lack of sense and lack of courage.—Bulletin, 26th inst.

$100 REWARD.

THE above reward will be paid for information, that will lead to the conviction of the person or persons who caused an advertisement to be inserted in the New Orleans Commercial Bulletin, of the 19th instant, purporting that the subscriber had entered into copartnership with John Barrett and others, under the style of Forgay, Barrett & Co., for the purpose of carrying on the business of paving—no such connection having been formed.

N. B.—The undersigned takes this opportunity of informing the public, that he is not connected in business of any kind, except with his brother.

n22 SAMUEL L. FORGAY, 53 Magazine st

Interest Bills.

Charleston, Nov	26	Washington Nov	26
New York, do	26	Cincinnati, do	25
Philadelphia Nov	24	Louisville, do	27
Baltimore do	27	St. Louis, do	25
Savannah, do	24	Liverpool Nov	3
Huntsville (Texas) do	13	London, do	2
Boston, Nov	26	Havre do	31
Nashville, do	25	Paris do	30

FORT OF NEW ORLEANS.

CLEARANCES

December 7, 1839.

Ship Byron, Pearrington, Liverpool,	S & J P Whitney
Ship London, Patten, Liverpool,	do
Ship Burmah, Lord, Boston.	do
Steamship Natchez, Swiler, Havana,	Master
Brig Lagonia, Creighton, Baltimore,	Master
Brig Julia, Dammon, St Jago de Cuba,	
Brig Orleans, Horton, Richmond,	S & J P Whitney
Sch Hope, Haty, Apalachicola,	R H Dacey
Sch Kortlandtka, Moss, Perryn, Bridge, La,	Master
Sch Mohawk, Coney, Richmond,	G Bedford
Sch Anna Allan, Franklin, Attakapas,	
Sch North Star, White, Mobile,	J H Ashbridge

December 8th, 1839.

☞ No list of Clearances handed in to day

ARRIVALS

Steamer New Albany, Montgomery, fm Louisville
Steamer Nassau, Taylor, fm Louisville
Steamer Pensacola, Ludwick, fm Cincinnati
Steamer Augusta, Gates, fm Cincinnati
Steamer Canton, Stratton, fm Vicksburg
Steamer Water Witch, Phillips, fm Louisville
Steamer North Alabama, Grice, fm Vicksburg
Steamer Niagara, Funnell, fm Louisville

December 8, 1839

Steamer South Western, Vorten, fm Louisville
Steamer St Louis, Convers, fm St Louis
Steamer Sultana, Pease, fm Cairo
Steamer Jewess, Pollock, fm Pittsburg
Steamer Vermont, from Cincinnati
Steamer Rubicon, Blashford, fm May-ville
Steamer Farmer, Gilbert, fm Smithland
Steamer Reid Fulton, Irwin, fm Cincinnati
Steamer Brilliant, Barr, fm Bayou Sara
Steamer Formosa, Jordan, fm Bayou Sara

IMPORTS

No list of Imports handed in to day

RECEIPTS OF PRODUCE

Louisville.—Per steamer South Western—Cargo 95 bales cotton Lambeth & Thompson; 45 G'oes A Beckham; 47 N & J Dick; 15 J Hopkins S A L Walker; 54 bxs mdse 4 bales 30 pcs bagging 850 pcs gunnings J A Merrill; 31 coils rope 1080 lead cn bagging, molasses bls to owner on board, 2100 lbs pork, Capt Vorten

St Louis.—Per steamer St Louis. Cargo 5 bls flour Trier; 250 pcs lead 30 bls pork, 22 do do for Moore & Clarke; 22 bls pork 50 kegs lard Mahard & lo; 1905 pkgs lead 56 half lbs lead 10 bls oil 11 tallow, Godfrey, Lowe & Smith; 52 kegs lard Tate & Hopkins, 100 kegs Shourcatton & Cockayne, 32 bls whiskey; Ferguson & Bell, 5 do Spotsdots A B Muse; 815 pcs bagging 254 coils rope Layet & Amelung

Cairo.—Per steamer Sultana.—Cargo 500 sacks corn 20 pcs of bagging 27 coils rope P Shannon & lo; 150 coils rope 214 pcs 120 pcs do M White & co; 60 coils rope to the same; 4 bales cotton N & J Dick & co; 32 Prescott Jones & co; 37 J Gordin; 48 Taylor Gardner & co; 57 Merrifield, Pierson & co; 56 Frank Hendersoon 20 Bennett & Ferridays; 65 W Bogart; 3 bas J Bridge & co

Pittsburg.—Per steamer Jewess.—Cargo 35 bales cotton Nugent, Turpin & Watt; 21 Reyes & Roberts; 30 bls eggs Mahard & lo; 10 coils leather Kennedy & co

Smithland.—Per steamer Farmer.—Cargo 500 sacks corn Yeatman & co; 30 bales cotton to clon M White & co; 6 cabin and 3 hdecks passengers 12 horses

Cincinnati.—Per steamer Reid Fulton.—No cargo

Bayou Sara.—Per steamer Brilliant.—Cargo 237 bales C Dorane G M Lee; 28 Smith & Voorhees; 36 M White & co; 135 Oakey, Paine & Hawkins; 11 Prescott, Jones & co, 109 A Ledoux & co, 12 Caldwell & Hickey; 29 Connor & Bradley, 192 H D Cooper, 70 Taylor, Gardner & co 31 Finley & co, 66 Burke, Watt & co, 48 Bennett, Ferridays & co; 6 Lambeth and Thompson, 3 race horses

Cincinnati.—Per steamer Vermont.—Cargo 100 bls 18 bales mdse 114 bundles iron 25 bls whiskey B Mitchel, 20 bls apples Manuel & Bonnet; 133 casks china A Baldwin, 11 bls hams owner owner on board, 24 bxs mdse Stetson & Avery; 506 bls flour Comstock, Hyde; 11 bls hams Ogden & Southgate.

Meyersville.—Per steamer Rubican.—Cargo 120 bls beans J Vajen; 25 bags feathers A H Walker & co; 50 pcs bagging to Starkey & co, 10 pr hollows Mahard & lo, 100 plugtrs Keys and Roberts; 225 bls flour C Stuart, 150 do, 1 case McCleary 19 coils rope P S Henderson; 134 pc bagging do 88 pc bagging Layet & Amelung; 8 coils rope 100 pc bagging to Layet & Amelung

Bayou Sara.—Per steamer Formosa.—Cargo 183 bales cotton J Armour, 150 A Ledoux & co, 117 Caldwell & Hickey; 63 to Lambeth & Thompson, 63 Burke, Watt & co, 53 Peyroux, Arcueil & co, 53 Franklin & Henderson 52 Curtiss & Walker; 20 Robson & Asher; 48 Finley & co, 36 Gourdain & co; 27 A Rivardes & co, 20 W Flower, 17 M White & co; 5 B Landmay, 4 Bennett & Ferridays 3 T Barrett

CONSIGNEES

No list of consignees handed in from sea.

PASSENGERS

Per steamer South Western.—Mrs Blackburn & son; Mrs A Marsh; Miss Edwards; F Moore; R Bullit; Warfield; Mongomery; Dr Elliott; Hunt Hunt; Coffin; Harris; Bryant; Hooper; Henshaw; Waddell; Lane; McClintock.

Per steamer St Louis.—Cargo W C Anderson and Lady; Miss Yeatman; Miss Brisbin; Messrs McCawley; Sackles; Bannie; Richards; J J Hall; Chalener; Oliver; Layston; Hitty; Rose; and Gloody.

Per steamer Sultana.—J Noble and Lady; Beck and Lady; Messrs Hill; Adams; Sou the Stuart; E L Bayne; Harris; and Dunn; Patt room; Ives and Lady.

Per steamer Jewess.—Mr Richardson and Lady; J L Finlay and Lady; Mrs Garrett & Child; Mrs Musgrove; Mrs Lattimer; J Patterson R D; Messrs Cummins T Cunningham; Ely; Patton; Laird; Alexander; Judd; Pylons; Holbrook, Johnson and 49, and Jewell, Lady and son.

Per steamer Formosa.—M Levy & Lady, Ferrar, Bell, Baker Wigbush, Gray, White, Resley, Rucker, Turner, Howell, Riley, Armstong, South, Fair.

Per steamer Vermont.—Messrs Porter, Alexander, Bandon, Hill & Lady, Conly, and others

NAUTICAL INTELLIGENCE.

New York, Oct 26.—Cld ship Arkansas, New Orleans; brigs Grandee and Bell (not do) Mary Elizabeth, Galveston. Arr ship Mustapha, Orleans. H vessels.

Mobile, Dec 6.—Cld brig Harriet Brainard, Nickerson, New Orleans.

THE TRUE AMERICAN.

BY JOHN GIBSON.

FAITHFUL AND BOLD.

PUBLISHED

Daily, Tri-Weekly & Weekly.

NEW ORLEANS:

MONDAY, DECEMBER 9, 1839.

The Policy of Mr. Van Buren.—The Message now on the way to this city will shortly develope Mr. Van Buren's policy—the policy upon which he and his friends will stake his re-election to the Presidency. No man who looks well at the inherent vices of the party system now in vogue, and the bad administration of the government can hesitate a moment to anticipate what that policy will be.

The balance between the three estates, so wisely established by the framers of the constitution, has been destroyed by the Jeffersonian school, and as the executive power has, ever since his day, been striving to be the sole organ of the popular will, it is very natural that Mr. Van Buren should persevere in a measure that goes to prevent these two elements from perfectly coalescing. The third estate must not exist, and hence the war upon the currency, aggravated by the want of policy and frequently of honesty in those to whom was entrusted the delicate and difficult task of providing the country with a medium of circulation equal in value to silver and gold.

Thus, we look for a message from Mr. Van Buren, declaring openly and urgently the necessity of putting in force that portion of the constitution which prevents the States from emitting bills of credit, upon the violation of which provision, the system of state banking, with all its multifarious good and evil, was erected. The whole course of the administrations of the government since 1829, has tended to this issue. For this, it became necessary to destroy the National Bank—for this, it became necessary to uproot the influence of the U. S. Senate—for this, it became necessary to tear down the American system of Mr. Clay—and for this, it is now necessary to establish that powerful engine, the independent Treasury. And when this is done, in a few years, state banks will all be swept away, and with them every vestige of *State Rights.*

Then the executive and the people will be one—then we shall be ready to enter upon the experiment of subjecting the people to the power of a *Few.* Such was the intention of Jackson policy, and such is the intention of Van Buren policy.—In a few brief hours, the message itself will declare whether the policy of 1829 and 1837 is be persevered in.

The Shell Road.—This beautiful promenade, a road superior, to almost any other in the world, has long been considered dangerous. Several accidents have occurred upon it, in consequence of its very close *edging* upon the Canal. On Friday last a female was precipitated into the Canal from a gig, the horse having taken fright. This only objection to the road, can easily be obviated; let the Company put a picket fence, or chain and post fence along the borders of the Canal, and they will not only save promenaders from accident, but greatly increase the travel on the road. The Council of the Second Municipality have the power to provide for the police and safety of said road, and we learn with pleasure that Alderman Caldwell has expressed his intention of introducing an ordinance on the subject at the next meeting of that body.

THE BLOOD HOUND SCHEME.

Can any scheme be more outrageous than that proposed by the government for the hunting down of the Indians by blood hounds? Have we not done wrongs enough to the red man, but that we must now fill the measure of our wickedness and barbarity by resorting to the cruelty of savages? Truly have our servants brought the nation into disgrace in the eyes of the civilized portion of the world by acknowledging that 1500 Indians can elude the united force and means at the commands of 16 millions of people, and now to add to our calamities, Col. Fitzpatrick has been sent to Cuba to purchase a regiment of beasts to exterminate the brave Indian. These things cannot be, without retribution. The men who can resort to such an abhorrent measure are unfit to sit in high place.

THE MAIL TO THE 28th.

The mail yesterday, brought Philadelphia papers to the 28th Nov. The N. York papers are missing. The Posts, who sold putty at the corner of Front and Fletcher streets have failed. They had the reputation of being very rich, but it appears it was a false one. The sales of N. Orleans were 600 bags, 230 of which were at 11 3-4 to 12 cents. Flour quiet—6 12 to 6 50 for all sorts except Richmond. Southern corn 63 cents, 56 lbs. Exchange on New Orleans less in demand and the discount a shade higher. The north river was open to Albany, and the Canal to Schenectady. U. S. Bank stock 70 to 72.

Heavy arrivals of Cotton.—Direct importation of Coffee from Rio for Louisville.—Last week cotton literally poured into our port. According to the two price currents there came as follows:

Per Levy,	29,576
Per Raynal,	24,373

The price, it is agreed by all parties, has been reduced, since the news by the Queen 1-4 of a cent per pound. The sales are represented for the week by Levy at 18,000 bags, and by Raynal at 17,000.

Extreme quotations for La. and Miss. are 6 3-4 to 11 and for Tenn. and Ala. 7 1-2 to 9. There seems to be a scarcity of fine cottons in market.—Levy says that the exports for the week were 26,983 bags, and per Raynal we have 28,789.

These authorities differ widely in their statements of stock on hand. Thus, we have

Per Levy,	125,177 bags,
Per Raynal,	117,435 do.

Levy says that there are 86,271 bales in the presses of the city.

We note a discrepancy in these price currents as to the amount of tobacco on hand. Levy places it at 769 hhds. and Raynal at 666. The market of last week was without any action of moment.

On the 26th of last month, the ship Vistula arrived with a cargo of some 7000 bags of coffee from Rio. We omitted to notice then that the chief part of this was on account of some Louisville merchants who had gone into this laudable enterprise with a view of opening a direct trade with Brazil. The gentlemen concerned deserve the approbation of the Western people for their zeal in the matter, particularly as the article imported is superior to any ever brought to this country. It was purchased by Mr. Dorr, a skilful dealer who has been a long time in the trade. The importers, we hear, are the houses of

Phillips, Reynolds & Co.
Pope, Davis & Co.

in Louisville. We hope they will be encouraged to persevere in this trade. The increased consumption of Rio Coffee in the West, while that of Havana is nearly stationary, renders it probable that a direct trade in the article can be driven with advantage, particularly, if the prime Western flour can be introduced into the Rio market.

Levy reports the selling price of Rio at 11 1-2 to 12 cents, with little doing.

In the Sugar market, things look somewhat dull. The heavy crop to come forward, it is said, will throw the price very low, but in our opinion, the rate will be governed pretty much by the future prospects of Mr. Van Buren's currency projects.—The existence of orders from the North not to pay over 3 cents proves that dealers are preparing to meet the coming prostration of all prices by the substitution of the hard money system.

The money market is assuming an interesting aspect, and the propositions to flood the city with shin plasters under one dollar go to show what is to be the ruling policy of the Banks for some time to come. Whether that policy will tend to benefit us, we shall examine in due time.

Mr. Times, we feel much indebted to you for your compliments. If, you will not take it as a "tickle me and I'll tickle you," we would just give our opinion, that you are a very good natured and gentlemanly fellow, very industrious and inclined to be humorsome. If all the craft followed your example, we should have some good fellowship between them. But may be your good nature is stuffed into you, with or by the many good dinners and suppers you eat. Now, our ill nature may arise from the fact, that we have seldom anything good to eat and no time to eat that.

A. A. Locke.—We had not the pleasure of an intimate acquaintance with this gentleman, who died of a pleurisy as we understand, contracted from a bad cold, he caught in a late hunting expedition.—Mr. Locke, had been for a long time connected with the press in the North; he was a graduate of Harvard, and a native of Massachusetts. He was brought to this city by the senior editor of the Picayune, to act as assistant, in which capacity he evinced much talent.

He was much esteemed by the fraternity generally, and by many friends, who thought highly of his talents as a writer and his qualities as a man.

Changes in the Cabinet.—From information upon which we can rely, the winter will not go by without changes in the cabinet. General Armstrong of Tennessee is to take Mr. Kendall's place, and Mr. Dallas that of Mr. Woodbury. The change will be beneficial to the nation, so far as the Treasury is concerned.

THE QUEEN OF THE WEST.

ANOTHER NEW BOAT—AND A SPECIMEN OF CINCINNATI SKILL AND WORKMANSHIP.

Yesterday, we visited the newly arrived steamboat Queen of the West. Through the politeness of Col. Mann, one of the proprietors, and Captain Aushutz, we received the following interesting particulars of this admirably constructed boat.

The Queen was built at Cincinnati by Letherburg & Lockwood, the same firm that erected the Sultana. Her model is of the most perfect kind, having the points of resistance equally distributed along her water line from bow to midships. When under full headway the wave on either side forms a smooth parabola of extreme eccentricity, having the keel for its axis. The builders have shown that they understand the true principles of the law of forces and resistance.

The proprietors of the Queen are Messrs. Mann & Clarke, of Cincinnati, enterprising and public spirited merchants.

We give the following dimensions of the Queen as worthy of being preserved by boat builders and proprietors.

Length of Keel,	155 ft
" on deck,	176
Breadth of beam,	28
" on deck,	49 6 in.
Depth of hold,	7½
Diameter of wheel,	25
Length of bucket,	11
Number of boilers,	5
Diameter of boilers,	40 in.
Length of "	26 ft.
Two engines,	8 ft. stroke.
Diam. of Cylinders,	24 in.
Tonnage Cust. House,	291
Carries down stream,	350

It will be seen that the diameter of her wheels are as large as any on the western waters. She consumes 40 cords of wood in 24 hours, and without putting her up to her mettle, she frequently exceeded the speed of the Sultana, on her recent trip down.

Her officers are,—Aushutz, Master,—R A. Clay, Clerk,—McDonald, Pilot,—George Carter, Steward. Captain Aushutz is a regularly bred Pilot; an immense advantage on the western rivers to the commander of a boat.

The cabin presents a fine *coup d'oeil*, when seen from either extremity. Covered with rich Brussels carpeting protected by handsome English Druggets, and flanked by a series of 34 state rooms, it is a room that wears all the look of elegance and comfort. The berths in the ladies' cabin are fitted up for families. Each state room door is plain, having the upper panel pierced by an eliptic Venitian of green. Above the doors are small parallelograms of ground glass, with the letter of the room in the centre. The tables are covered with cloth fringed with crimson, the present fashionable covers used in the N. York and Liverpool packets. The candelabras and chandelier are elegant and intended for sperm candles. The chairs, are commodious, & provided with a circular back that projects on either side for arms. They are a great luxury. In the ladies' cabin are ottomans and chairs covered with crimson damask satin. The berths in the ladies department lie upon Townsend's patent springs.

The centre tables are provided with two splendid bibles of quarto size from the Oxford, England, University press, edition of 1835.

In the Social Hall, the feet of the chimneys are concealed from view, by false side boards. The letter-box is of leather, in a conspicuous place.

A visit to the pantry satisfied us that no expense has been spared in the furnishing of this department. Splendid services of French, China, accompanied with full sets of German silver forks and spoons met our eye. The table is provided with napkins and bills of fare lie at each plate. All this is in the style of the best hotels.

The cabin is from the workshop of Johnson & Morton, of Cincinnati, and the engines from that of Anthony Harkness.

The whole cost of the Queen is $36 000.

We learn that her agents in New Orleans are Ogden & Southgate, and in Cincinnati, Strader & Gorman, or S. B. Fairley.

The Pork market above.—We state on the best authority that the pork buyers of the upper, taking a lesson from last years severe reverses, will not adventure this season beyond $2 to $2 50 in their offers for the article. The farmers and raisers demand $3 50 to $4 00 and have refused to let hogs go for less. The consequence has been that in Illinois, Indiana and Ohio, scarcely a barrel has been put up in the usual way, and the producers of hogs will be compelled to slaughter and pack on their own account. We are glad of this, for last year, they pocketed $4 and $5 per cwt. for their pork, and huzzaed for Van Buren and his Sub-Treasury, and the speculators have all come out incurring severe losses. The rais rs this year will get a taste of the loss that surely awaits their obstinacy.

THE ILLINOIS BONDS.—It is confidently asserted in Illinois that the Legislature of that State will not acknowledge the arrangement of the Commissioners, by which Wright & Co. of London, the owners of Grand Cairo, are to advance a certain per cent. on the bonds, under the onerous conditions that have been made public.

THE ST. LOUIS SPECIE CURRENCY.—The movement of the Bank of Missouri in relation to the payment of the notes due that institution in specie or its equivalent has resulted in the admission of its power to compel such a course. In natural right, if a man borrows a hundred guineas worth 21 shillings each, an offer to return the amount in guineas of 20 shillings each will not be a full payment, where the value of the money lent has not been depreciated by the act of the lender. This is the ground assumed by the Bank of Missouri. Whether her course be a politic one, is another affair.

The Post Note Currency.—This precious humbug will soon be brought to the exploding point by the conduct of the Mississippi Banks. It is nothing more than an acknowledgment of bankruptcy and ought not to be tolerated in the machines that have been made to supply us with a *specie currency.*

The Great Western.—This is the title of an exceedingly neat, imperial sheet issued yesterday. It is edited with apparent great ability, by Edward Delaney, Esq and will appear every Sunday.—The Great Western is a democratic paper, the influence of which, it will stand the whigs in hand, to counteract.

The prospect a gloomy one.—The usual influx of our western dealers has not as yet taken place.—Of some twelve or fourteen boats that left Louisville in all the latter part of November, they do not average half a dozen passengers each. The up country purchasers will not come down before February, and even then their determination will be limited by the state of the money market, so that the prospect before us is not a bright one.

FROM LOUISVILLE.—The prospects at the last date from this city are that the river will rise sufficiently high to permit the navigation to continue through this month. On the 27th, 28th and 29th of November, the weather was heavy and threatening, giving every indication of snow in the upper Ohio country. The most experienced captains tell us that they have no fears of not getting up. There are many excellent boats now in port, and shippers would do well to send up their goods as early as possible, so as to anticipate the "general freeze up."

We were unable to visit the Theatre on Saturday night until a late hour, so we only witnessed the last but best act of Richlieu. Barton, as we predicted, sustained the part of the great minister admirably. He perhaps made him rather more feeble than history would permit. Mrs. Stuart was a very Julie. At the next representation of this beautiful piece, we shall notice it more at length.

Romantic! Horrible! Extraordinary and new! This is the caption of an article that is copied into the Picayune of yesterday, into other of city papers previously, from the Northern papers of six weeks ago, and the whole complete, perfect story of which, we published, *some two, or three years ago*, as furnished us in a letter from a friend in Paris when the events narrated occurred. Let's have no more of it—for God's sake—

An after dinner portion and a deputy marshal are a pair of bores.—*Picayune.*

Do doubt they are both bores, at any time—but if we are to be bored by either we should prefer the perforation after dinner, rather than before.

The True American wants us to send him some "*oil of taper.*" We would do so were it not that he appears to make *light* of it.—*Times.*

Oh, lo! you would have us keep *dark* on the subject, lest our pot tasted the *dryness* of our joke.

FROM SOUTH AMERICA.

We have dates from Montevideo to the 20th of Sept. The Argentine troops were within 150 miles of the place, and the French squadron had landed 800 troops to defend the town in case the Banditos should be defeated. Hides were 38 rials.

Howard street flour in Baltimore on the 29th Nov., was selling at $6 37. Wagon price $6 25.

BOOS. POST NOTES.

The Sultana has brought down from the Rail Road Bank at Natchez, a considerable amount of specie to redeem her 8 mos. Post notes, now due in this city.

The Lafayette Chronicle not has been received at this office for a long time—What's the matter—don't you get our's?

Balls.—This distinguished comedian made his debut last night, to a very good and fashionable audience. The beautiful old comedy went off exceedingly well and Mr. Balls played most admirably.

After all there is nothing like one of the old sterling English comedies; more particularly when they are cast as was the Dramatist last night.

We shall take another opportunity of speaking more at length of this performance.

Death of Samuel Ward.—Samuel Ward, Esq. of the House of Prime, Ward, King & Co., of N. York, died on the 27th of November. He was noted for being one of the best money dealers in the country, and contributed greatly to bring his house into the high repute it holds.

The Globe says that Senator Young of Illinois, who came back in the Queen, sold in Europe one million of bonds at 90. This is under the rate prescribed by law.

A Philadelphia paper, the North American, denies on authority that the U. S. Bank is purchasing cotton in this city.

The Jowess, Captain Pollock, arrived yesterday from Pittsburgh. She is a new boat and was built expressly for the Mobile and Orleans trade.

The Louisville Gas Company will light up that city on Christmas day. The portion ready for turning on the gas, lies between Water and Jefferson, and First and Sixth streets. Merrick of Philadelphia is the builder of the Works.

METEOROLOGICAL REGISTER for the Week ending on the 7th December, 1839:

Kept by D. T. LILLIE, at the city of New-Orleans, Lat. 29° 57', Long. 90° 6' W. of Greenwich.

Day of Month.	Day of Week.	THERMOMETER. 8 A.M.	2 P.M.	8 P.M.	BAROMETER. 8 A.M.	2 P.M.	8 P.M.	Force of Wind.	Force of Wind in ratio of 1 to 10.	OBSERVATIONS ON THE CLOUDS, AND REMARKS UPON THE WEATHER.	RAIN.
1	Sunday	51 75	57	52	30 32	30 19	30 22	N.	1	A. M. scattering cumuli; M. cloudiness; P. M. clear sky.	
2	Monday	57	66	64	30 27	30 13	30 12	N.	2	A. M. slight rimbus; M. cloudiness; P. M. clear sky.	0,011
3	Tuesday	52	49	53	30 27	30 26	30 33	N.	1	A. M. cloudiness; M. cloudiness; P. M. clear.	
4	Wednesday	61	64	52	30 16	30 13	30 13	N. E.	2	A. M. overcast cumuli; M. cumuli; P. M. heavy cumuli; Rainy night with thunder.	
5	Thursday	56	64	54	30 8	30 5	30 4	E.	3	A. M. cloudy; M. continued rimbus; P. M. clear sky.	3,117
6	Friday	52	62	54	29 89	29 83	29 92	S. S. E.	4	A. M. cloudiness; M. cloudiness; P. M. clear.	
7	Saturday	50	64	52	30 13	30 18	30 11	S. S. E.	4	☞ The Rain Gauge is graduated to the thousandth part of an inch.	3,123
	Mean	53 0	64 4	58 5	30 12	30 14	30 17		2 3		

ALMANAC for the present Week.

Calculated for the Meridian of New Orleans.

Day of Week.	Day of Month.	Sun Apparent Time. Rises.	Sets.	Apparent Time Fast of Mean Time.
	Decr.	H. M.	H. M.	M. S.
Sunday . .	8	6 56½	4 47½	7 54½
Monday . .	9	6 57¼	4 48½	7 27½
Tuesday . .	10	6 58¼	4 49	7 0½
Wednesday.	11	6 59¼	4 49½	6 32½
Thursday .	12	6 56¾	4 51	6 41
Friday . . .	13	6 57	4 51½	5 36½
Saturday . .	14	6 57¼	4 52½	5 73

PHASES OF THE MOON, FOR DECEMBER 1839.

		H.	M.	TENTHS.	
New Moon,	5th day	9	0	2	P. M.
First Quarter,	13th day	3	47	9	P. M.
Full Moon,	20th day	6	44	0	A. M.
Last Quarter,	27th day	10	41	9	A. M.

		H.
Apogee,	3d day,	12 M.
Perigee,	18th day,	11 P. M.
Apogee,	31st day,	2 A. M.

☞ The stockholders of the steamer Brilliant Association, are requested to meet on board the steamboat BRILLIANT, at 5 o'clock, P. M. on Monday, the 9th inst. for the purpose of electing three Directors. d6

☞ NOTICE—Ship Niagara, Captain Cole, from Philadelphia, is now discharging 2 piers above the Mint. Consignees are part cularly requested to attend to the receipt of their goods from the Levee.

N F COMLY, 97 Camp st

☞ Consignees of goods marked O V & K O R & P & P, on board ship St Mary, from New York are requested to make themselves known to the clerk on the Levee.

P LAIDLAW.

☞ The packet ship St. Mary, Capt. Foster, is discharging opposite Hospital street. Consignees will please attend on the Levee to the receipt of their goods.

NOTICE—If the owners of the IRON BOILERS, which now lie on the vacant ground belonging to the city, lately used as a horse mar-et) at the corner of Conti street and the Levee, wish to dispose of the same, they will please leave word with the undersigned.

d3—3t LAYTON & CO 83 Old Levee st

NOTICE—The firm of T. R. HYDE & BROTHER, is this day dissolved. T. R. HYDE, remains charged with the liquidation thereof and for which purpose the name of the person will only be used hereafter.

T R HYDE,
For himself and the heirs of
d3 J H P HYDE.

COPARTNERSHIP—T. R. HYDE, having associated G. W. MOSS, with him in partnership, they will continue the business heretofore pursued by T. R. HYDE & BROTHER, under the firm of T. R. HYDE & Co.

T R HYDE,
G W MOSS.
d3 39 Common st, cor. Magazine

THE SUBSCRIBER, respectfully informs his friends and customers and the public, that being obliged to retire from business on account of ill health, he has sold his stock to Messrs Haswell, Burlington and Haswell of Philadelphia, who will hereafter conduct the business in this city under the name of John J. Haswell & Co. He takes pleasure in recommending them to the patronage of his former customers.

A TOWAR 49 Camp st
n25

JOHN J HASWELL & CO,

SUCCESSORS to Alexander Towar 49 Camp st, take pleasure in informing the customers of the late house and the public generally, that having purchased from Mr. Towar his entire stock of books, paper &c; they have now such additions as will make their assortment very complete. They will always be able to supply Printers with inks, paper for newspapers, book and job work of every description on the very best terms. City and country merchants will find, blank books of every kind, quality, and price, together with check books, bill books, Custom house blanks, bills lading, with all art ciles of stationery usually kept in book stores. Copying presses, copying ink, Stevens's light and dark blue and black writing fluids; Bankers' note cases, pocket books, &c &c. A general assortment of books in all the departments of science and literature, with the most extensive and complete assortment of school books ever offered in New Orleans all of which they are prepared to sell to country merchants and dealers at the lowest wholesale prices.

nov 25

WANTED—Three or four families to go on a plantation six miles from the city; there are good and comfortable houses; the land is already cultivated and can bring a full income; each family will have the privilege of cultivating a large parcel of ground for a number of years, and of cutting as much timber as they may want, without having any thing to pay for the time agreed upon. For further particulars, apply to

H BONNABEL,
n5 corner Natchez and Tchapitoulas st's

WANTED—A woman to cook and wash for a small family—One who can come well recommended, can get a permanent situation, by applying at corner of St. Thomas and Edward streets—A white woman would be preferred. n26

WANTED—Two good tinsmiths; also, two grate finishers, to whom good wages and constant employment will be given.

M H & J DEVEREUX,
n 128 Tchapitoulas st

FOR SALE, Havana and Liverpool salt—100 bales hay and 500 sacks fine salt, on board the ship Frankfort, lying at St. Joseph street wharf, apply to Captain Russel on board or to

n11 P. LAIDLAW, 51 Camp st

FRESH MEDICINES—370 packages fresh medicines, received per recent arrivals from the Northern cities, Liverpool and Havre, making their stock of medicines as full as any in the Southern country. Their fine medical preparations are from the celebrated manufac ory of Mander, Weaver & Co. from whom they will by constantly supplied. Planters, dealers and Physicians will be supplied on the most favorable terms.

JARVIS & ANDREWS,
d7 cor Common and Tchapitoulas st

NEW GOODS.

BUSH & ALLEN are now opening a complete assortment of linen shirts; do cambric, with linen fronts; do cambric; silk, cotton and merino under shirts and drawers; cambric and silk handkerchiefs; black and fancy cravats, in great variety; mohair scarfs; stocks of every description; gum elastic and cotton suspenders; silk, cotton and thread Gloves; gentlemen's horse-skin gloves.

Also—a splendid assortment of ladies' and gentlemen's writing desks, dressing cases, inlaid boxes, work boxes, Port Folios, Perfumery and cutlery, at the BAZAAR, corner of St. Charles and Common sts. d4

PRINTING PAPERS—200 reams 27 by 42; 100 reams 20½ by 28½; 100 reams 26 by 36; 100 reams 22 by 32; 100 reams 20 by 42; 200 reams 13 by 33 this day received from the brig Virginia and Pauthea, and for sale by J. J. HASWELL, & Co, successors to A TOWAR, 49 Camp st. d5

PAPER—500 reams double, 1000 reams single, and 1000 reams hardware paper, in store and for sale by

d7 J THAYER & Co. 74 Poydras st

PICKLES,