THE DAILY BEE

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NEW ORLEANS:
WEDNESDAY MORNING, NOV. 26, 1862

Sales at Auction To-Day.

By D. E. Morphy, at 10 o'clock, at the Delta and Merchants' Warehouse, flour, hay, oats and bran; at 10½ o'clock, at the St. Louis Warehouse, flour; at 11 o'clock, corner of Customhouse and New Levee streets, flour; at 12 o'clock, corner of Gravier and New Levee streets, flour.

By D. W. C. Farrington, at 10 o'clock, at the Upper Landing, 600 hogsheads sugar.

By Vincent & Co., at 10 o'clock, at 64 Customhouse street, foreign and American dry goods.

By R. T. Montgomery, at 11½ o'clock, at Post 42, Third District, hay, flour, tea, hams.

The Transatlantic Telegraph.

It is now about four years since the attempt was made to establish telegraphic communication between the Eastern and Western continents, by laying a cable on the bed of the Atlantic ocean. The cable was laid, and some four hundred messages are declared to have been transmitted by it. Unfortunately, there the success of the experiment ended; yet not before it had fully solved the great question whether it was possible to transmit the electric fluid over such a length of wire, and under such peculiar circumstances. Beyond this, it had also shown to those engaged in carrying out the undertaking, what it was that had led to the failure of the cable to answer the purpose for which it was intended, and what consequently they would have to avoid and what provide for, in the event of a new attempt to effect the object being made.

Such an attempt, we are assured, is to be made. The *Atlantic Monthly* for the current month has an article devoted to the subject, written evidently for the purpose of supporting the proposition, and entering minutely into particulars. In the course of the article we are earnestly assured of this fact—a fact is given representing the form of the proposed new cable, and a comparative description of it. "In the old cable the copper wire was covered but three times with gutta percha, while in the new, it is covered four times with the purest gutta percha and four times with Chatterton's patent compound, by which the cable is rendered absolutely impenetrable to water. The old cable was covered with eighteen strands of small iron wire, which, as they had no other covering, were directly exposed to the action of the waters. The new is covered with thirteen strands, each strand consisting of three wires of the best quality, and covered with gutta percha, to render it indestructible in salt water. By this new construction it has double the strength of the old cable, at the same time that it is lighter in the water, a very important matter in laying it across the ocean." By the phrase "lighter in the water," it is not intended to be conveyed that it is absolutely lighter, for it is distinctly stated that it will weigh more than five times as much. The copper in the former cable weighed ninety-three pounds to the mile, in the new it weighs five hundred and ten pounds to the mile. The result of this increased size of the wire will be the increase of its conducting power to five times that of the former one, so that it is estimated that fifteen words—or as Mr Field, to be within the mark, says, twelve—per minute can be transmitted over it, while over the old one much less than three per minute was the average. And a company who have successfully laid a number of long cables—such as that from Malta to Alexandria, fifteen hundred miles long—are prepared to guarantee "the efficient and satisfactory working of a line of the length of the Atlantic cable as manufactured by themselves, and submerged and maintained in that state."

It seems to be determined, on all hands, that the direct route across the Atlantic between Ireland and Newfoundland, is the best that can be chosen. Others have been carefully examined and criticised, and this conclusion seems properly enough arrived at. Indeed, notwithstanding the transparently puffy character of the article from which we take our information, all important points connected with the undertaking appear to have been fully and fairly examined. We fully agree, for instance, in the manner in which the article, in accord with Mr Field's expressed views, treats the question of the effect of war between England and the United States, upon the working of the line. "The relative geographical position of the two countries," it is argued, "cannot be changed. It so happens that the points on the opposite sides of the Atlantic nearest to each other, and which are therefore the natural termini of an Ocean telegraph, are both in British territory. Of course, the government which holds both ends can control the use of the telegraph, or stop it altogether. It has this power, and the only check upon the abuse of that power must be by a treaty made before hand. Shall we refuse to aid in constructing the lines for fear that England, in the exasperation of a war, would disregard any treaty stipulations in reference to its use? Then we throw away our only security. For suppose a war to break out to-morrow, the first step of England would be to lay a cable for her own sole and exclusive benefit. This she would do not only have the control, but be unrestrained by treaty obligations binding her to respect the neutrality of the telegraph. We should then find this great medium of communication between the two hemispheres, which we might have made, if not an ally, at least a neutral, turned into a powerful antagonist."

Besides the considerations here urged, there are others which go to the same conclusion. In the first place, war between the two countries is not a probable contingency. In the next place, if it were to arise, all telegraphic communication injurious to either belligerent would certainly and readily enough be interrupted by the cutting of the line, and that in all probability without much respect to treaties. Indeed, it may be doubtful whether for this very reason, supported as it is by the fact that in the hands of England would lie the power of injuriously using the telegraph, it might not be best to keep free from any treaty on the subject. Finally, we feel quite confident that the successful laying of the proposed line would very soon be followed by the laying of others, the control of which the various countries interested in them would have. France, Spain, Russia, and this country would not fail to avail themselves of the experience which the achievement would afford them; and would find no difficulties they would not easily overcome. We shall rejoice, therefore, on every ground, to see the project carried to completion.

The steamer Empire Parish returned on Monday night last from the steamship Marion, (previously reported ashore off Pass a L'Outre,) with the remainder of passengers and the baggage and nearly the whole of the freight of the Marion, which lightened her about four feet. The weather being fine and smooth water, and the ship laying easy in soft mud, will be got off without damage by the assistance of the towboat Fox and steamer St. Charles, when she [illegible] to the city in the course of [illegible].

Mr. J. A. Phillips, the courteous Purser of the Marion, will please accept our thanks for favors.

R. T. Montgomery will sell this day, Wednesday, the 26th instant, at 11½ o'clock, ex brig Clara Pickins, Post 42, Third District, opposite Bonded Warehouse, choice hay, extra flour, sugar-cured hams and tea. The above are all represented as good, choice articles, and every package to be positively disposed of to avoid removal and storage.

DEPARTURE OF ADMIRAL REYNAUD.—We understand that Admiral Reynaud, of the French Imperial Navy, will shortly leave for Havana upon business connected with the squadron under his command. His sojourn in that port will be very short, and he is expected to return here by the middle of next month.

Mr. Farrington sells at auction, this morning, at 10 o'clock, on the upper landing, 600 hogsheads sugar. Terms cash, in Treasury notes.

The succession sale of Thos. McGrath's lot of ground and improvements, on St. Jane street, will take place at the Merchants and Auctioneers' Exchange, on Royal street, this day, at 12 o'clock, by McCerren & Landry. See advertisement elsewhere.

We would call the attention of buyers to the following sales by D. E. Morphy, Auctioneer, which take place this day, as follows: At the Delta Warehouse, at 10 o'clock, flour, hay, oats and bran. At the St. Louis Warehouse, at 10½ o'clock, flour. At the corner of New Levee and Customhouse streets, at 11 o'clock, flour. At the corner of Gravier and New Levee streets, at 12 o'clock, flour. Parties wishing to invest will find it to their interest to attend the above sales.

ILLness of Chief Justice Taney.—Late advices from Washington state that the Hon. Roger B. Taney, Chief Justice of the U. S. Supreme Court, is slightly ill at his residence in that city.

ARRIVAL OF A DRAMATIC COMPANY.—Among the passengers by the last steamer from the North we notice the names of several prominent artists, forming a portion of a dramatic company that will appear in one of our theatres during the season. Mr. Lewis Baker, the manager, proposes to make some permanent arrangement by which he will be enabled to produce the best pieces in the repertory of the Modern Drama. Mr. Baker assuredly possesses the experience and talent requisite to crown his efforts with success. As an actor and manager he has acquired a reputation for ability and skill in the principal theatres of the North, in New York, Philadelphia, Louisville and Cincinnati. And the taste and judgment which he has shown in the selection of his dramatic corps can be accepted as a warrant of the ultimate success of his enterprise.

Among the actresses we notice Mrs. Alexina Fisher Baker, an artiste of no little celebrity on the American stage, and Mrs. Gladstane, whom our readers will remember as having made her *début* at the St. Charles Theatre, with ability and success, some four years since. We recognize the familiar names of Miss Angela Sefton and Mrs. Preston, and many others with whom our readers will have ample occasion to renew their acquaintance.

We are happy to welcome back to our city Mr. Vining Bowers, the inimitable comedian, the pole-star of attraction of the St. Charles during the management of Ben De Bar. We look to him to recall the pleasant nights that were wont to characterize New Orleans, and drive away the dull and melancholy cares of these grim days. Mr. George Ryer, a comedian of tried and acknowledged merit, in the leading characters of genuine comedy, will, we are sure, bear the dignities of his office with the same ease and distinction which characteri him as a gentleman. Mr. Ryer, we understand, was lately attached to the Winter Garden. We will close our introduction of the new company by mentioning among the actors the name of Mr. F. Rand, a young actor from the leading theatres of New York and California.

Whilst we extend our welcome to the company, we trust that the community will not withhold from them the patronage and support which we have every reason for believing they fully merit. Their efforts to enliven and awaken our city from the gloom and despondency in which it is plunged are assuredly entitled to a generous recognition.

The *Delta* yesterday published the following intelligence:

Late and Interesting from Galveston and the Gulf.

The Rebels in the Vicinity of Galveston Preparing to Attack the United States Gunboats with Steamboats—Capture of a Boat's Crew belonging to the Steamer by the Rebels at Bolivar Point—Arrival of H. M. S. Steam Corvette at Galveston Bar, from Vera Cruz—Heavy Gale at Vera Cruz—Loss of Eight Vessels.

By a late arrival from the Gulf, we are favored with the following interesting glance at the progress of affairs near Galveston, with other matters of interest:

It was well understood, from reliable authority, on the 13th, that the rebels were preparing to make an attack on the Federal gunboats in Galveston harbor with an armed fleet of light draught steamers. That five of these vessels were being fitted up for action by removing their upper or hurricane decks, and fortifying their sides by a double layer of cotton bales.

All the heavy guns from the battery at Virginia Point have been removed to arm the steamers, and were to be immediately placed on board. It is known that the battery consisted of two 24 pounder rifled cannon, two Hilton, Columbiade, four 8-inch Columbiads, and the remaining nine guns of 24 and 32 pounder pieces. Five rebels have also a light field battery of four or six pieces on Galveston Island. Two of the boats to be being fitted up were the Bayou City and the Diana, which formerly plied between Galveston and Houston, and are capable of carrying from 300 to 400 bales of cotton. They draw about three and a half feet of water, and will be able to choose their own position, at long range. Our gunboats are compelled to keep in the channel, which is narrow.

Another report is that the rebels intend to come down under cover of the night, and board the gunboats with a large force. The number of Confederate troops under arms in the vicinity of Virginia Point is estimated at from 3000 to 5000. They have become quite bold lately, enter the city at night, and seize and press into their service any one they may find capable of bearing arms, making no discrimination between natives and foreigners.

At the end of one of the piers, under cover of the United States steamer Westfield, are gathered a little band of fifty or five hundred Unionists. They are said to be in a most wretched plight—almost starving—and are day after day ex-pecting expulsion the United States troops to come to their relief. If caught by the rebels they will be immediately put to death.

General Magruder had recently arrived and assumed command of the rebel troops. His headquarters are at Harrisburg, or Buffalo Bayou.

Commodore Renshaw, in command of the United States fleet, has every thing in readiness for action at a moment's notice.

On the morning of the 14th instant, a boat's crew of five men and a master's mate, belonging to the gunboat *Owasco*, landed on Bolivar Peninsula, and were suddenly fired upon by a body of thirty or forty rebels lying in ambush. The gunboat immediately opened fire upon them, but the rebels succeeded in securing the boat's crew as prisoners, with the exception of one man, who was badly wounded. A cutter was afterwards sent ashore, which brought him off, with the boat of the captain's crew.

H. B. M. steam corvette Grayhound, three days from Vera Cruz, arrived in the bay at 9 o'clock on the 14th. She came to communicate with the British Consul at Galveston. Her officers report that on the 5th inst., during a heavy gale at Vera Cruz, eight vessels were driven ashore and all totally wrecked. Of these two were American—the bark Ella, of Boston, and a ship, name unknown. Five were French transports, two of which lost all hands. The remaining one was an English merchantman.

The French have now 28,000 troops at Vera Cruz.

The following particulars of a railroad accident occurs in the *Delta* of yesterday:

Another Railroad Accident.

We have to record another accident on the Opelousas Railroad—this time fortunately unattended with the loss of life. As the 6 o'clock A. M. train from Algiers was passing a point about two miles beyond the Raceland Station yesterday, about 1 o'clock, the tender, which was ahead, came in collision with a mule, which was lying down in the culvert almost out of sight, by which quite a smash up was produced. The tender was smashed up, three platform cars were demolished, one of them passing over the engine, shaving off the smoke stack, besides doing it some damage, and doing other parts of the locomotive. Another car was sent off the track to one side, where it came to a standstill. The third car came in contact with the cow catcher, which had to give it to one sided turn, and partly threw it off the track. The fate of the mule is unknown. He was probably more or less hurt. A turn in the road at this point hid the animal from view until it was too late so stop the train, which, being behind time, was going with great speed. This accident prevented the arrival last night of the 6 o'clock train from Lafourche.

Conductor Skidmore, Otis [illegible] were on the down train. They had to take it from the mule to Algiers, a distance of twelve miles, where they procured an engine, and came through to the city. They crossed the river in a skiff, and reached this side at o'clock last night.

We take the subjoined paragraph from the paper:

A CHASE IN THE GULF.—We learn from the purser of the steamship McClellan, which arrived this yesterday, that about 10 o'clock on the evening of the 21st, they saw a small steamer, burning soft coal, steering towards Havana. The McClellan gave chase, whereupon the stranger put right about, crowded on all steam, ran into a sort of fog bank, and was soon lost to sight. When last seen the McClellan was raising on the chase, and would have caught her had there been an hour more of daylight; but night coming on, Capt. Gray was reluctantly compelled to give it up.

The stranger steamer is said to have been about the size of the Nassau, and showed no colors or lights, but was easily distinguished from the Federal steamers crossing in the Gulf from the column of black smoke emitted from her chimney. Our steamers burn hard coal, which makes little or no smoke.

HORRIBLE TRAGEDY AT BUFFALO.—A terrible tragedy was enacted in Buffalo on Monday evening, resulting in the death of one person and the serious, if no fatal injury, of another.

Julius Strauss, a German, on that afternoon, took a sum of money belonging to his wife, and went to a grocery, where he expended a portion of it in beer. On his return to his residence the wife demanded her money; an angry altercation ensued, in which a female neighbor participated, taking the part of Mrs. Strauss. Soon the latter exasperated, threw the balance of the money upon the floor, and caught up his gun.

At this the women rushed from the house, and just as the wife had crossed the threshhold into the yard, he fired, two buckshot taking effect in her back, and inflicting a ghastly wound.

Having, as he supposed, murdered his wife, Strauss reloaded his gun, and placing the muzzle to his head, discharged it, shooting away one side of the face and part of one ear. While in this condition, he again loaded the gun, and placing the muzzle the[illegible] under his chin, discharged it in the same manner [illegible] before, literally blowing his head to pieces. Strauss was fifty-three years of age, and his wife is one year older. The condition of Mrs. Strauss is regarded as extremely precarious. *N. Y. Express, 13th inst.*

News from Southern Sources.

The *Delta* of yesterday contains the following, taken from Southern papers:

We have copies of the Mobile *Advertiser and Register* of the 16th and 17th, the *Mississippian* of the 18th, and the Memphis (Gesada) *Appeal* of the 19th inst. They contain very little of interest. We extract the following:

Knoxville, November 14.—The reports from Northern Virginia to day are conflicting. The opinion in the best military circles is that there will be no advance from Gordonsville, that the real design is an advance on Richmond from the south side of James river.

The Raleigh *Journal* says the enemy have fallen back to Plymouth. Our troops are fortifying Hamilton, and we have concentrated forces to secure the defense of Weldon. Gen. Whiting is commanding at Wilmington.

Chattanooga, November 15.—The Nashville *Dispatch* of the 11th instant, received here, says: A wagon train, consisting of 100 wagons, loaded with army stores, arrived yesterday, and the prospect is that the army will be amply supplied in a few days.

A large force is at work on the Louisville and Nashville Railroad, south of the Kentucky lines. The road will soon be in working order to Louisville. The suffering of the people is fully great for the want of the necessaries of life.

The *Dispatch* learns that Buell is to be tried by a Court Martial at Cincinnati.

The river still continues too low for navigation.

The Murfreesboro' *Banner* says another division of the Abolition army crossed the Cumberland river on Wednesday last.

[Richmond Associated Press.]

Chattanooga, November 15.—The Nashville *Dispatch* says Buell is to be tried by Court Martial for permitting the invasion of Kentucky by Bragg, and thinks it singular that on the other hand Bragg is summoned to Richmond to answer for not whipping Buell.

Tom Corwin is sick at the Mexican capital and cannot survive.

Seventeen thousand French troops have arrived at Orizaba, and the expedition against the city of Mexico starts from that point in December.

The Nashville *Union* says the City Council has voted a donation $20,000 for his patriotic defense of Nashville.

The Louisville *Journal* of the 6th inst. says Cox and army have pushed up the Kanawha to Charleston, and met no serious opposition. Milroy was to join him at Gauley on the 7th.

Morgan is near Charleston, and Shears's brigade is at Gallipolis. The *Journal* says the campaign in Western Virginia is pretty much ended for the fall. It is impossible to push over mountains into East Tennessee at this season, and thinks East Tennessee will have to look elsewhere for relief.

[Baltimore Associated Press.]

Richmond, November 15.—The *Examiner* states it is a well authenticated fact that the Federals have a fleet in the lower James river, in the neighborhood of Brandon bar, but the design of the fleet, or the character of the vessels, are not satisfactorily ascertained.

Reports are rife that Gen. Jackson has recaptured Snicker's Gap. Parties, however, from Culpeper state that a report prevailed there that Jackson had perfected a movement in the rear of the enemy, and succeeded in capturing his supply trains.

The *Examiner* has reports that Joseph E. Johnston has assumed command of the army of the Mississippi at Lebanon, on Wednesday last, and they, thinking it was Bragg's army, left in double quick.

McCook's corps in Nashville, hearing that a general engagement was going on at Lebanon, started to reinforce the Yankees, and proceeded as far as Gallatin before he found out his mistake.

Morgan is now at the right place.

Gen. Pegram South, and not Gen. Kirby Smith, is here sick.

BRIGADIER GENERAL EDWIN PRICE.

The *Mississippian* of the 18th save a paragraph has been extensively republished at the South, in relation to Gen. Edwin Price, which contains a bald, groundless and malignant falsehood. Gen. Edwin Price never held any commission in the Confederate service, but was an officer in the Missouri State Guard, which organization is now disbanded. He was captured at the battle of Lexington, while going on to the body of recruits to join Major General Price in Arkansas, and was confined for months in the Penitentiary at Alton, Illinois, whence he was released by Abraham Lincoln. When the order for exchange of prisoners was perfected, he repaired to the army at Holly Springs. Having no command, he did not regard his presence in the Confederate army as inconsistent with his home in Missouri, as a citizen, without taking any oath, or being placed under any restrictions. He is a true and gallant man, and has done nothing at which any one may feel ashamed of bearing arms, making no discrimination between natives and foreigners.

At the end of one of the piers, under cover of the United States steamer Westfield, are gathered a little band of fifty or five hundred Unionists. They are said to be in a most wretched plight—almost starving—and are day after day ex-pecting expulsion the United States troops to come to their relief. If caught by the rebels they will be immediately put to death.

ATTACK ON FORT HUDSON.

We are creditably informed that the Yankees attacked our batteries at Port Hudson on Sunday last, with their gunboats, but retired after a few shots, which did no damage.—*Mississippian, Nov 18th.*

LEATHER FOR SHOES.

A correspondent of the Montgomery *Advertiser* says that a large amount of leather, suitable for making soles to rebel shoes, might be obtained if the planters would give up their gin bands for the purpose. He promises to give one, which will keep the feet of fifteen or twenty soldiers off the ground. We have no doubt that considerable good sole leather might be obtained in that way.

FROM THE RIO GRANDE.

The Brownsville (Texas) *Flag* of the 24th of October, says that vessels are continually arriving at the mouth of the Rio Grande with goods for Matamoras. General Butler refuses to clear vessels from New Orleans to Matamoras, on the ground that their cargoes are for Texas.

The steamship Edward Hawkes is now looked for daily from Havana. Another steamship from Liverpool was looked for in a few days.

Cotton in Brownsville has risen 33 cents per pound, or 66 cents Confederate money. Gold is understood to be the extreme price. The *Flag* says our planters will do well to bring their own cotton, instead of selling it to speculators. One pound of cotton in Brownsville will bring a pound of coffee or two yards of domestic, or one and a half of calico, etc., which is more than it would do in time of peace.

CITY INTELLIGENCE.

Man Killed—About half-past nine o'clock on Monday night Michael Heaney, or Harner, who is also known by the nickname of Long Fritz, was shot by John Simpson, and died almost instantly. The affair took place at one of the wretched kennels of Conti street, No. 253, between Rampart and Villere streets. These properties belonged to Captain McGee's Cavalry, Company B, Second Massachusetts Volunteers, at present quartered at Dr. Stone's Hospital, and had been left in charge of Lewis as he has been unable yet to learn the circumstances, but they appear to be as follows:

During Monday the deceased had been drinking, and had fired off two barrels of a Colt's navy revolver he carried, the ball from one of which entered his horse's neck, the other doing no damage. Subsequently he lent the pistol, with four loaded chambers loaded with conical balls, to Simpson. Heaney, it seems, had been acquainted with the parties living at 253 Conti street for some months. These parties are Mary McManice and Mary Ann Duquil. The latter is a married woman, whose husband is in the Confederate army, and who is reported to have always treated her in the best manner in his power, and has a child by him; notwithstanding this, she has given herself out as a widow, and has assumed the name of Mrs. Duquil. But it appears that he had forfeited his claim to the name of Mrs.