G. F. WEISSE, Proprietor.
NO. 93 CHARTRES STREET.

Terms of the Bee.

DAILY BEE, (one year in advance) $12 00
COUNTRY BEE, (semi-weekly, one year in advance.) 5 00
In all cases the subscriber must give one week's notice in writing before he can be allowed to discontinue.

The New Orleans Bee.

RATES OF ADVERTISING.
One Dollar for every TEN lines of a common advertisement, on the first insertion, and Fifty Cents for each subsequent insertion. No Advertisement inserted for less than one dollar in money.
☞ Advertisements inserted at intervals will be charged one dollar for every TEN lines for each insertion.
☞ The attention of Annual Advertisers is respectfully solicited to advertising strictly within the limits of their business, and in extent to suit every other day.

OFFICIAL PAPER OF THE STATE ..... NEW-ORLEANS, WEDNESDAY MORNING, JULY 2, 1851.

No. 1627. Vol. X.—NEW SERIES. Vol. XIX—Whole No. 6[illegible].

The New-Orleans Daily Bee.

Official Journal of the State, General Council, First Municipality and Board of Liquidators.

Wednesday Morning July 2, 1851.

NOTICE.

In order to facilitate the transaction of our business, we have given a general release of storage to the firm of G. F. VERGER, our agent, at the Delisary hall. Mr. Verger is now authorized to receive all bills or accounts, or to make out bills of the Bee. G. F. WEISSE.
New Orleans, 21st ult. 1851.

THE NORTHERN MAIL failed yesterday from beyond Charleston.

RAILROADS.

All the argument in the world is not worth a single well ascertained practical illustration. This much seems to have been clearly understood by Mr. PAYNE who is to be demonstrated, in a report on the Opelousas Railroad, the wonderful enhancement in the value of property throughout the State of Massachusetts, consequent upon a liberal encouragement of railways. And yet, we see it stated that eighteen years ago there was not a mile of railroad leading out of Boston. In 1835 Massachusetts made the first attempt to link other States to her by iron bands. Now, the Metropolis of New England has a railway communication with the States adjoining Massachusetts measuring, in one direction, 4,500 miles in length.—Within the geographical limits of the State there are 1,417 miles of railway—or one mile to each seven square miles of surface.

It is estimated that Massachusetts has expended over forty millions of dollars in railroads, and that the value of the whole property of this State within the period from the commencement of these enterprises to the present time, has at least tripled. Here is one striking, palpable example of the direct influence of railroads in augmenting wealth. We have no statistics at hand to exhibit the amount invested in railroads in Ohio; but it must be enormous. The Erie railroad alone cost twenty-[illegible] millions; and the whole State is covered with a network of ramifications. The river New York is not wholly attributable to [illegible] but it is not going too far to declare that our commerce has been vastly increased and our resources extended by the introduction of railroads. She has so steadfastly [illegible] that the superiority of her illustrations. There is no proposition [illegible] and mathematical demonstration which maintains the im[illegible] and cheap means of communication between the several States [illegible] more intelligible in America [illegible] because the market is [illegible] a vast distance in one place [illegible] the great event of our [illegible] more commonplace [illegible] and extremely cheap—[illegible] our country has [illegible] Hence it is, that while [illegible] even under the impetus of a railroad, [illegible] 6,251 miles completed [illegible] 350 and Great Britain 2,000 [illegible] United States have over 10,000 [illegible] Great Britain [illegible] and Belgium together.

[illegible] generous remarks on the subject appear to be [illegible] our own history. We [illegible] on both sides—we must keep up [illegible] will inevitably lead to [illegible] We have already experienced its disastrous flowing from our inability or our [illegible] in some of our projects. We find [illegible] standing [illegible] while the rest [illegible] and marching [illegible] leaving us from the various [illegible] It is not to be to remain laggard [illegible] be crowded by the crowd [illegible] the people of Louisiana [illegible] the Western and Southwestern States [illegible] as has not already broken down [illegible] the value of railroads, and [illegible] convey produce to [illegible] health and vigor. No [illegible] vacated, do we conceive [illegible] the next Legislature will [illegible] lines which [illegible] to prosecute [illegible] and [illegible] and common [illegible] especially [illegible] One of the lines [illegible] and practicable [illegible] Fourth, we understand, by the [illegible] Camp street Ferry Company [illegible] Sister Rica—a [illegible] the occasion will [illegible] capital, energy, Art and [illegible] to subserve the public [illegible] the benefit of the [illegible] We say, and [illegible] that the project [illegible] a day to subserve the sacred name [illegible] Liberty!

[illegible] The last reported force [illegible] by J. J. Strang and his [illegible] at Grand Traverse Bay, on [illegible] Four miles from Beaver [illegible] the 8th April. He contended goods [illegible] and Indian dollars. When [illegible] discovered, the sheriff with a [illegible] arrested Strang and his gang, [illegible] tried and duly cobbed [illegible] strangers with fire arms, and [illegible]

DISASTER.—The Savannah Republican [illegible] The schooner Tiger [illegible] from Apalachicola, bound to [illegible] with a cargo of cotton, arrived [illegible] left Apalachicola on the [illegible] Off Cape Fear [illegible] experienced a severe gale of [illegible] which she lost her main mast and [illegible] carrying away her bulwarks, and sustained considerable damage. Put into St. Simons, [illegible] 17th inst. for repairs, [illegible] leaking badly; got a [illegible] at Brunswick, and came to this city through [illegible] passage. She will go into the dry dock [illegible] repairs.

[illegible] OPERATIONS.—The most [illegible] operation probably ever undertaken [illegible] country, has been successfully [illegible] California during the past [illegible] We allude to the specu[illegible] the last sack of the potato crop [illegible] the gross proceeds of [illegible] at $1 per bushel—yield of [illegible] seventy eighty bushels [illegible] and the total revenue [illegible] on the season [illegible] Vineyard [illegible] Sutter [illegible] Sacramento [illegible] the value of potatoes, [illegible] ranking [illegible] have been made [illegible]

The following passengers left on the steamer Captain Hope, for New York:
Mrs. A. Broseau, F. Fabre, F. Wilcomb, [illegible] Hart and friend, W. Lane, Mrs. H. H. [illegible] D. Hutagan, Mr. Pobert, Jas. L. Hoag, [illegible] Mrs T. & Clara Belcher, Miss Mary [illegible] and lady, B. C. Cunningham and lady, [illegible] Miss A. Gosewright, Rev F. Evans, W. F. Foster, Mrs. J. G. Whitman, Miss Wood, W. A. Bryan and 3 children and servant, Mrs E. Dix, Mrs. Dix, [illegible] Mr. T. Foster, S. Myers, Mrs. A. Bar[illegible] Mr. Mott, Mr. Wm. Mott, [illegible] Mr. Willard, Mr. [illegible] Schriver, L. Cousins, Jas. Dunn and 2 children, Mr. [illegible] Capt. Mead, A. J. Wood, Mrs. H. [illegible] Mrs. W. Bradford, Mr. Dunscomb, Lady [illegible] Mr. Bishop, 4 children and servant, J. B. [illegible] Mr. Hamman, 2 children and servant, J. B. [illegible] Mr. Hamilton and servant, J. B. [illegible] W. Morgan, child and servant, A. Murray, Lady and children and servant, Mr. Dorrens and Lady, Mr. Bishop for a Lady, A. Bar, Lady and servant, C. V. Brennan, A. Bear, S. J. Peters, F. S. Bradford, J. Lizzie, Mr. Parsons and friend, Mrs. Bonner, Mr. Mann, H. Mays, A. No. 1, Pulpit, Jas Burns, W. P. Hancroft, A. Keiser, J. Edwards, Aaron Ewing, Geo. C. Harvey, J. Dunbar, Mr. N. L. Dickey, B. L. Britton, M. Castelle, M. Richard and lady, and 40 steerage.

FURTHER BY THE ARCTIC.

By way of Louisville we have received some additional items of foreign intelligence:

Accounts from the provincial manufacturing districts are more favorable. At Manchester there had been more doing. At Birmingham there was more activity in all departments.

A new league is being formed in England for the purpose of obtaining reform banking laws, based upon the free banking system of New York. The league has gained great favor in the mercantile communities of London and Liverpool.

The receipts at the Crystal Palace when open to working people were not as great as was anticipated. The Times continues its sneers at the display of American articles.

The agitation against the penal measures of Lord John Russell had subsided in Ireland.—According to the authority of a correspondent of the Evening Mail, a paper violently hostile to every Irish interest, the long threatened demonstration of the county of Tipperary, against the ecclesiastical bill has turned out a failure, a result which the Mail attributes, perhaps correctly, to the courage of the Roman Catholics. The high sheriff who refused to connect himself with the movement, may have emboldened many of the requisionists to absent themselves at the 11th hour.

There had been a general rain throughout the country greatly benefitting the grain crops.

The Cork Examiner mentions that some potato fields had the appearance of discoloration, but attributes these symptoms to blight from late harsh winds and frost. During the past week the wea her had been intensely cold. In Dublin it was more gentle, but still unlike what might be expected in June.

FRANCE.—A duel took place on Saturday morning, at Versailles, between the Prince Decazes and M. Rossi, the son of Baron Rossi, who was assassinated. The duel was caused by M. Rossi having lain in wait for the Prince, whom he struck in the face. After two shots were exchanged, severally, at 40 paces and 15 paces, a gentleman expires too of regret was offered by the Prince that he should have been supposed to rejoice in an act which he regarded with the utmost horror; both parties shook hands thereon.

SPAIN.—Our accounts from Madrid are to the 22d inst.

The Chamber of Deputies proceeded, under the presidency of its senior member, M. Cortezar, to elect its President. The number of votes was 159. M. Magous, the ministerial candidate, got 105. There was every probability that the ministerial candidates for the Vice Presidency, M. Tessado Nordalcastro and L. Arguelles, would be similarly returned. The Senate met on the 22d, and elected secretaries.

PORTUGAL.—Letters to the 14th contain no account of the counter revolutionary movements said to have broken out in Portugal, the news of which has been transmitted via Madrid and Paris the details of which were received from the journals of Thursday.

Portugal is generally tranquil. The army appointments had not as yet been decided upon, though they were and have created dissatisfaction in every portion of the army.

The Duke Saldanha and his chief officer had been seriously indisposed, but both had recovered. There was no truth in the report of poison having been administered to either.

RUSSIA.—Advices to the 30th state that the negotiations pending between the Holy See and Sardinia, relative to the ecclesiastical question, were not likely to terminate in a favorable manner to the Pope.

From Key West.

By the steamship *Isabel*, at Charleston, advices from Havana and Key West to the 23rd June, have been received.

Correspondence of the Charleston Courier.

KEY WEST, June 21.

LOSS OF THE BRIG CHARLES, OF NEW YORK.—*Captain Fraser and Crew saved.* Gentlemen: The brig Charles, of New York, Seth Hammond, master, with a cargo of Corn, Ax, and bound to Negro Grande, from New Orleans, sprung a leak at sea, in the gale of 22d May last, at about 10, P. M. in latitude 22½ North, long. 85 West. At 2, P. M. of 23d May, I observed a strong gale, at 4 it spoke the ship Nathaniel Thompson, of Kennebunk, Murphy, master, who was requested by Capt. Hammond to keep him company during the night, which was will nigh done. At 10, P. M. blowing heavy and squally. At midnight found the leak increasing; pump continually attended to. 12 noon, our feet water in the crews' crew, much to our dismay. At 2 A. M. May 23, carried on beer-barrel made into a tub, and small oak tub, carried up crew's mess to abandon the vessel, when the ship was [illegible] At 2, P. M. hove down our lee, and cut away the mizzen mast, which lightened her, and brought her upright. We then hove down our weather side, and cut away the main mast. Both vessels were then hove to, and we made, Mr. Dean, came to our assistance, and took all hands, and most of the personal baggage, but considering it safe to remain or to return, as our brig had then six feet water in her hold, and already commenced settling aft. At 6 P. M. we then cut loose the ship Nathaniel Thompson, and she fell astern, and supposed to have foundered. We then, at 8 P. M. hove to, and lay to, for the night. At 8 A. M. May 24, we bore down for Key West, and at 10 A. M. we made the island