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The New Orleans Bee.

OFFICE, 83 CHARTRES ST.

NEW ORLEANS, SATURDAY MORNING, MAY 29, 1858.

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THE DAILY BEE.

SATURDAY MORNING, MAY 29.

THE NORTHERN MAIL failed yesterday from Boston and Washington. The mail due the day previous came through.

OUR FOREIGN POLICY.

It must be confessed that the relations of the United States with foreign powers are at least now not of the most amicable nature. If we look at the map of Europe we find more than one kingdom with which we are in difficulty. Though we have no pending quarrel with Russia, Prussia, France and the Northern States of Europe, we are greatly dissatisfied with the recent conduct of Great Britain, and have many long and unsettled disputes with Spain. In America we are on the eve of a rupture with Paraguay; we have numerous causes of offence against Mexico; New Granada has never fully atoned for the unprovoked massacre of our citizens. In a comprehensive survey of our foreign relations, we are forced to admit that the peace we have enjoyed since the close of the Mexican war is of uncertain duration, and that in a few months we may possibly be in arms against one or more belligerent nations.

Some who calmly and deliberately examine the past policy of our government can see that the embarrassing position in which we are involved with several nations is purely and exclusively the result of a false and misplaced standard of action. Our relations with powers that are formidable we have been contented with hollow and vague professions of friendship, we have suffered questions of the highest importance to remain undetermined, and we have confided the solution of problems of vast moment to the procrastination and uncertainties of diplomacy. Hence it is that at the present day Great Britain seriously resumes her pretensions to the right of search and exercises with brutal and unscrupulous reckless authority which we can no longer tolerate without indignity and disgrace. Had this insolent prerogative been asserted with the energy and determination becoming a free people; had Great Britain been convinced that the attempt at its exercise in our own waters would be followed by immediate retaliation at all hazards, it is extremely probable that we should not have impelled, with mingled humiliation and resentment, to chronicle a long and shameful list of outrages perpetrated within sight of our seacoast by British cruisers on our American merchantmen. The absence of our foreign policy, its lack of vigor and persistence, its timidity and fear of offence have exposed us to wrong and insult which we need never have endured, and our preposterous deference to European opinion has made us the loser in almost every treaty stipulation negotiated. With respect to weaker nations our policy is even equally reprehensible. We seem to have proceeded upon the principle that because we are strong, other powers may bullied and jeer us at their pleasure; that because we know we can whip Spain, we must necessarily suffer that besotted power to insult us, imprison and maltreat our citizens and postpone reparation to the Greek calends; that because we could crush Mexico we are patiently and good-naturedly to allow her to play her fantastic tricks at our expense; that because we are powerful, we should put forth our strength even in a quarrel with a pigmy. This mistaken magnanimity has rendered us a contempt which one of these days we shall have to change into respect at the point of some hard blows. We have been in the habit of reversing our course the better will it be for our future welfare. There is but one sound principle which should govern the international relations in its intercourse with others, and it has been laid down with axiomatic brevity and precision by General Washington: "Ask nothing but what is right; submit to nothing that is wrong." Let us follow this cardinal rule, and we shall surely command the respect of others. It will teach a dignity of character; it will bid us demand immediate satisfaction for injury inflicted, whether proceeding from England or Mexico, from Prussia or Paraguay. It will inaugurate a true national policy worthy of the leading nation we should assume in the family of nations. It may perchance render peace uncertain and lasting, but will make it a blessed time more honorable. War is a calamity; but a peace purchased by the sacrifice of our rights, and by submission to wrong, is an ineffably disgraceful one. Had some but slaves and cowards would accept it. For our part, we believe we speak the sentiments of a majority of our country when we say that sooner than surrender a portion of our independence; sooner than submit to extortion or oppression, we would be willing to engage all our enemies at once, and right the losses and wrongs we sustained upon us by the combined.

FOR SALE.—Messrs. GRIMALDI and FOURCAUD, auctioneers, will offer for sale on Saturday, the 29th inst., at the rotunda of the St. Louis Hotel, a number of lots of land and entire squares, eminently suitable for those who are desirous of obtaining business more spacious, airy and salubrious than can be procured in the heart of our city. These lots are situated in the immediate vicinity of Esplanade street and Bayou Road, along the route traversed by the omnibus lines. The ground is higher and healthier than any other part of the city, and is completely secured from all possible danger of overflow, even should a crevasse in the levee the rest of New Orleans, as the lots are on a perfect ridge of land. They consequently present the rare advantage to persons desiring to combine the convenience of a city residence with the pleasure, comfort and health of country life. See advertisement.

SALES at auction, THIS DAY, by N. VIGNIE, auctioneer, at the St. Louis Hotel:

A spacious one story frame dwelling house on Bayou street.

Another lot and house cost goods.

A valuable one-story brick dwelling, with a one-story brick dwelling house, at the corner of Rampart and Ursulines streets.

A valuable one-story dwelling house on St. Ann street, fronting on Jackson square.

Lot and tenement frame dwelling house on Chartres street.

A handsome two-story dwelling house on Derbigny street.

A valuable one-story dwelling house on Chartres street, close to Grape street.

Three building lots at the corner of St. Ann and Chartres.

Several valuable house servants, first rate cooks, chambermaids, nurses, &c., and a superior seamstress and hair dresser.

Also, the same day, at 4 o'clock, at No. 86 Carondelet street, near Live Oak street, five carts, six horses and harness, and the contents of a grocery store.

We call the special attention of the public is called to the sale to be made THIS EVENING, the 29th inst., at 8 o'clock, P. M., by Messrs. Devesmes & Moreno, auctioneers, of the movable effects, &c., belonging to the estate of Mr. Ferdinand Lemos, at the residence of the deceased, on Morales street, between Polaris and Frenchmen streets, consisting of elegant parlor furniture, a valuable library, a fine piano, some very superior Chateau Margaux, excellent sherries and sherry wines.

FOR SALE.—Mr. Gilbert offers for sale, at 12 o'clock, at the City Hotel, Common street, two valuable lots of ground.

NEW CITY LATER.—We are under obligation to Mr. E. Kirkwell for a number of the New York *Herald* of the 22d inst., received last evening by the Jackson Railroad. Our dates fly in New York by the mail are to the 21st only. The Jackson railway will improve a benefit to the commercial community and to the press, by shortening the distance between the Northern cities and the South.

Thanks to the officers of the steamers Cora Anderson and Imperial for late St. Louis papers.

THE SPIRIT LEVEL.—We are indebted to Mr. J. Bartnet for the May number of this interesting publication.

ANTEPHELIC MILK AND TOILET POWDER.—We call attention to the advertisement concerning these well-known and popular articles, which may be obtained at the drug store of Mr. Hennessy, corner St. Louis and Rampart streets, and at Messrs. Wagner & Gillot's establishments. These excellent remedies for blotches, freckles, tan, &c., are particularly needed at the present time, in consequence of the near approach of the hot season, when the sun's influence on the skin is highly pernicious. See advertisement.

GOOD WAGES.—Madame Lagrange, the prima donna, for her tour in Brazil, receives twenty thousand dollars a year, traveling expenses for ten persons, the use of a furnished country house outside the gates of Rio Janeiro, including the service of the stables, horses, &c., and all guaranteed by the government. And fifty thousand francs paid in advance at Paris!

The French and English Navies.

A debate of more than ordinary interest recently took place in the British House of Commons. The subject was the Navy Estimates. Lord Robert Cecil condemned the present practice of building line-of-battle ships of such enormous weight of tonnage and metal. Formerly, the largest ships of the line in the British navy, such as the Britannia and the St. Vincent, did not exceed 2,500 tons; now the Duke of Wellington and the Marlborough ranged from 3,600 to 4,000. The Victoria, now on the stocks, would greatly exceed even these. The cost had increased more in proportion than the increase of tonnage. But it was contended that in this matter England was obliged to do as her neighbors, and until all the great naval powers consented to abandon the practice of constructing mammoth ships, they would continue to be built in England. It was, however, getting to be generally admitted that for all the practical objects of naval warfare, ships of a moderate size were preferable to the leviathan vessels of 120, 100, or even 90 guns. The increase of size, the addition of machinery, and the greater expense of labor and materials, have greatly augmented the costliness of these vast machines. The following naval statistics are instructive: At the commencement of the French war in 1793, England had 117 ships of the line in her navy; in 1798, 135; in 1814, 118; in 1833, 88; and at the present time only 66 of such ships, of which 32 are screws. Ten more are building. The aggregate horse-power of the British steam navy was, in 1844, 27,579; in 1853, it was 44,360; and at present, 97,512.

The news of the submission of the Mormons appears to receive an emphatic contradiction by intelligence one day later than previous accounts received at Fort Leavenworth on the 14th instant, and published in the St. Louis *Democrat*, of the 19th. According to this statement, the Mormons are as determined as ever to resist the troops, while the report that the Mormons were leaving the Territory is explained by the announcement that the women and children were being sent to the southward, to be out of harm's way. But this latter intelligence is contradicted in its turn by a dispatch from St. Louis, reiterating the news before received, of the peaceful disposition of the Mormons. Advices had been received from Leavenworth to the 17th inst., announcing the arrival there of Colonel Kane and Abbe Gilbert, on the Sunday previous. Gilbert stated that Brigham Young had abdicated, and that Governor Cumming, at last advices, was but thirty miles from Salt Lake City, accompanied by a deputation of fifty Mormons, who had come out to meet him. In the midst of these contradictory reports, the exact truth, which can probably be arrived at only through official sources, will be anxiously expected.

Through the kindness of a respected friend we have been permitted to peruse a private letter from high authority in Mexico, in which confident anticipations are expressed of the speedy triumph of the Constitutional party. Mention is made that Gen. ALVAREZ, at the head of an imposing force, had taken the field, and was marching upon Cuernavaca and Toluca.

AN OFFER FROM LIEUT. FORTER.—The repeated outrages on our vessels by British cruisers have induced Lieut. W. D. Porter, late of the United States navy, to suggest to the New York merchants to employ a pilot boat, armed with a long nine-inch gun, to convoy their vessels from the coast of Cuba. He volunteers his services, and pledges himself to return the fire of the British steamer Styx.

CONTINUED DECREASE IN FOREIGN IMPORTATIONS.—The importations at New York continue to exhibit a marked and progressive decline, compared with former seasons. Thus:

For the week ending May 14, 1858..$2,723,509
" " " " 1857..4,619,010

Decrease in 1858.....1,876,508

If the importations from 1st January to date be compared, the contrast is still more striking. Thus:

1857.....$68,734,461
1858.....41,050,756

Decrease.....44,683,911

We endorse every word of the annexed passages from a vigorous article in the Washington *States* of the 21st inst:

Wanted—Fifty Gun-Boats.

The entire system of naval warfare seems to have undergone a change. Those nations which have given most attention to the subject seem to have devoted their energies and resources to small steam vessels, but immense guns. That is just where we have failed. We have constructed some noble specimens of floating palaces; but now, in time of need, we find they are useless; for the police of the seas, just where surveillance is required.

At this moment we have disputed questions with Paraguay, Central America, Spain, China, and even England, if she persists in searching American merchantmen; and yet we have no means at the disposition of the President to enforce our pretensions of right.

Our representatives in Paraguay have been snubbed; our treaties in Central America have been interpolated so as to render them useless to us; while in China, the English and French, with their well-appointed fleet of large and small gun-boats, are enabled to hold intercourse with the authorities of that empire, leaving the United States Minister to float about in the companions harbors of Hong Kong and Macao. In the splendid palace detailed for his accommodation. The press announces that Mr. Reed, our Minister in China, has actually chartered a screw steamer of small draught from an American firm, Russell & Co., at an expense of *six thousand dollars per month*, just to enable him to keep one eye on the English and French.

It was right to invest the President with authority to adjust our difficulties in Paraguay; and it will be better still if the same authority is made to cover China, Spain, Mexico, and our transit routes in the Central American States. Yet this legislation is rendered nugatory, unless the means of carrying it to a successful issue is provided. The navy, at present, is almost useless; our officers are disgusted; and unless something is done soon in the right direction, we shall have no navy at all.

The day for sailing war-fleets has gone by. There will, in all human probability, never again be naval battles at sea; but the general introduction of steam into the navies of the maritime powers of the world seems to indicate that all future naval contests are to be determined at the entrance to harbors or mouths of rivers. Rapid motion, facility for choosing position, and long range, seem to be the prize for conveying argument in favor of the gun-boat. We have built them in Maine, at Boston, Portsmouth, N. H., New York city, Philadelphia, Baltimore, Washington, Norfolk, Pittsburg, Wheeling, Cincinnati and New Albany, Indiana. We can build *fifty*, and have them all in commission in one year from to day. They will cost say $150,000 apiece, which will be in the aggregate less than the cost of the eight steam frigates ordered by Congress a few years ago, while they will do more work and visit more ports in one year than the eight frigates will in ten.

The cost of one large frigate will suffice to build at least *four* gun-boats; and no one so all acquainted with maritime affairs will pretend that the frigate would be more useful than the four gun-boats. In addition, these gun-boats will call into command the young and enterprising men of the navy; they will have cause to think that their prime of life has not been spent in vain. We have [illegible] to the navy of thirty years' service, if it were not for death, it could be emptied by the simple "rule of three," when they would probably be post captains. In this age of the world, if an officer is not capable, after thirty years' service, of taking charge of a squadron, we are prepared to say he never will be. Even in these splendid floating palaces which we have constructed, the executive officer and his subordinates perform all the effective service.

THE TARIFF QUESTION.—The report of the select committee on the tariff, presented in the House of Representatives on Wednesday by Mr. Boyce, takes the ground that the protective policy should be entirely abandoned, and that revenue should be made, as early as practicable, to direct taxation, as a measure of economy. Articles of prime necessity should be taxed at the lowest rate of duty, and the burden thrown, as much as possible, on luxuries. The navigation laws should be so modified as not to require any portion of the officers and crews of American ships to be American seamen, and that American citizens shall be free to purchase and sail foreign ships on an entire equality with American built ships, and that the American coasting trade shall be open on terms of perfect equality to foreign built ships. The committee say they do not entertain the hope that they can inaugurate a new policy now. Such radical changes must be the work of time. They do not, therefore, look so much to immediate practical results as to effect a public opinion, and thus ultimately insure the triumph of the principles they advocate.

BARNUM'S DRAGON.—We received yesterday afternoon, through the politeness of Mr. H. Walling, Esq., general superintendent of the New Orleans, Jackson and Great North-ern Railroad Company, a copy of the New Orleans *Crescent of Monday* morning, 17th instant. We think it probable that this is the genuine dragon seen by Mr. Beed, our Minister in China, has actually chartered a screw steamer of small draught from an American firm, Russell & Co., at an expense of *six thousand dollars per month*, just to enable him to keep one eye on the English and French.

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BY MAGNETIC TELEGRAPH.

[TELEGRAPHED TO THE NEW ORLEANS BEE.]

STEAMBOATS PASSING.

WASHINGTON, May 28.—The Mariana passed down at 4, the Princeton at 5, the Texas first at 7, and the Universe at 8 o'clock yesterday evening.

CONGRESS.

WASHINGTON, May 28.

Senate.—In the Senate, after the regular morning business, the private calendar was taken up, and the whole of the day's session spent in the consideration of private bills, of which a very large number was passed.

House.—In the House of Representatives, the letter of the Secretary of the Treasury, asking authority to contract a loan of fifteen millions of dollars, was referred to the Committee of Ways and Means. A report on the geographical survey of the Territories of Oregon and Washington was received and laid on the table. No actual business was transacted by the House. Motions to take up the private calendar were negatived, and the whole sitting was spent in fruitless motions to consider the question of admitting the two members from Minnesota. Only fourteen days of the session remain, and several of the annual appropriation bills are yet to be considered.

Survey of the Atrato and Truando Rivers.

Says the Washington *Union*: The Secretary of the Navy yesterday transmitted to the Senate a letter from Lieut. T. A. Craven, dated May 17th, in reference to the practicability of an interoceanic communication from the Gulf of Darien to the Pacific ocean, by the Atrato and Truando rivers.

The letter of Lieut. Craven, constantly imbodies the results of his late survey of these rivers, and contains the following conclusion in reference to the physical difficulties to be overcome in opening a communication:

1. A cut through some five miles of submerged sand at the mouth of the river, with the prospective certainty of constant dredging to keep it open.

2. The herculean labor and incalculable expense of cutting through the lagoons of the Truando and Atrato, from the mouth of the Falso Caldon, where the whole country is inundated during at least nine months of the year, and where the flood of a day may destroy the work of a week.

3. The vast expense attending the removal of bowlder rock in a country where labor and provisions must all be imported at most extravagant rates.

4. The want of an anchorage on the Pacific coast.

5. The fatal effects of the climate, which it may be safely estimated, will at all times decimate one-third of any force that may be sent there.

You will not be surprised, sir, that, with the preceding arguments, I should be of opinion that the proposed canal is impracticable, as involving no expenditure of treasure and money sufficiently, and a sacrifice of life from which the manliest heart may shrink. Human ingenuity and perseverance may, it is true, overcome the obstacles enumerated; but at least two generations must pass away ere the world could realize the completion of a much less extensive work than that contemplated.

The French company of the Orleans Theatre are playing with great success in Mobile. Our friends of that city admire Mlle Bourgeois and M. DELSARTE exceedingly.

A Wife Bound Away with an Apprentice to Her Husband.

A scene of exciting interest was enacted a day or two ago, in a private boarding house in the western part of the city, which at one time threatened to develop into a tragical denouement, but finally resulted in an amicable adjustment. From the run of the story it appears that a Mrs. Martha Hedger, residing with her husband in some interior town in Illinois, suddenly left home about two weeks ago, and with her disappeared an apprentice in the cooper's shop of her husband—a strapping specimen of a Western boy, some nineteen or twenty years of age. The husband very soon ascertained the two together, in looking at the vacant seats at the breakfast table, and while feelings of dire revenge took possession of his bosom, he took the ears and possession of his bosom, in the direction of the runaways, who, it seems, made but haste for this city, thinking, no doubt, that they would be lost sight of in the aggregation of humanity that makes up the town.

And so they would have been but for the impudence of the runaway wife, who wrote a letter to her sister residing in the town from which she had eloped, and the postmaster exposed the whereabouts of the fugitives. The husband came on in search of them, and with the aid of others employed for the purpose, succeeded in tracking them to the boarding-house alluded to, and supplied them at the dinner table on Monday. Of course a scene follows, during which, however, the wife displayed the most courage in her shame, for while the boy-husband endeavored to make his escape by the rear of the building, she stood up and boldly confronted her husband, and coolly inquired what business he had in that particular locality?

The husband threatened to use a revolver, and produced a given number loading weapon, at which the other boarders became terrified, and dismissed him. A parley then ensued, and after an hour's private conversation between the husband and wife, she consented to return to her home, and in future become an obedient wife. Her trunks were soon packed, a carriage was called, and the couple left for the depot. The apprentice was admonished never to exhibit the light of his countenance to the husband's option, or the direct vengeance would follow. So he took both his mistress and his master's professional instruction; but he can congratulate himself that his indentures have been cancelled without serving out his time.—*Cincinnati Gazette.*

French.

STRAIGHTFORWARD DIPLOMACY.

Wabenski to Malmesbury.—(Translated.)—Now, what do you mean by the integrity of your British jury? They have acquitted Bernard, although the evidence proved as plain as a pike-staff that he furnished Orsini his bombs, procured the materials of his detonating powder, probably made it, and furnished Radio to serve him. What have you got to say to that?

Malmesbury to Wabenski.—The jury were bound to give Bernard the benefit of any doubt. They had serious little doubt whether he meant to shot the murder of Napoleon in particular. They conceived it possible that he thought they had assassinated, and wanted for general insurrectionary purposes.

Wabenski to Malmesbury.—But they know that he was a conspirator, and a dangerous fellow; that he meant mischief of some sort; that ten to one he did know very well that Orsini meant to kill the Emperor; that, at any rate, he deserved to be hanged, whether the indictment against him could be proved or not. They ought to have found him guilty, without standing on a point which was nice and doubtful, and did not much signify.

Malmesbury to Wabenski.—We don't do things in that kind of way in this country.

BOOGING MUSKRAT ON A VENTRE.—

A shocking accident was committed on board the Mandarin at half-past six o'clock this morning. Mr. Atkins, the mascot mate, was killed by James Summers, a sailor, and died of his injuries a short time after. The Mandarin is an American vessel engaged in the Chinese trade. She has been in this port for some time, and was to be despatched for Shanghai to-day. She had cleared, and was laying in the stream off Sterling slip. The sailors, as usual on such occasions, had been on a spree last night, and Summers, it appears, did not get up as early the morning as was required. Atkins went down to the forecastle, where he ordered Summers to turn to. It is probable that he was somewhat violent. A quarrel ensued, and Summers drew his dirk and stabbed Atkins in the neck and several other places in the body, from the effect of which he soon slept dead. Summers was detained on the vessel, and word sent to the Second Ward Station-house. Officers Hays, Wintringham and Washburn were immediately dispatched. They took a hack, went on board the Mandarin, and arrested the alleged homicide. He submitted peaceably, and was locked up to await the result of the Coroner's inquest.—*New York Post.*

Save Your Rocker Stalls and Wares.

MT. SAVAGE, MD., July 7, 1856.

Dear Sir—In consequence of taking cold after a bad attack of the measles, some years since, I have from that time suffered greatly with a disordered liver and stomach. I have been at times so bad that my life was despaired of. I was induced some time ago, through the persuasion of a friend, Mr. Henry Shuler, to try a bottle of Hostetter's Stomach Bitters, thinking it a dose so bad it would do me no harm, and knowing Mr. Shuler to be a gentleman who would not recommend any thing to me that he did not have confidence in. Before I had taken one third of the bottle, my bowels became regular, and I had a fine appetite. When I had taken three-fourths of it, I considered my health as good as ever it was, and could not anything without its disagreeing with me in the least. I now keep a bottle of the Bitters in the house constantly, and it then I take cold, or I feel unwell, I take one or two doses, and it makes a change in my bowels, which to all I need, wherever, for the past eleven years, my diseases has been from $50 to $60 per year, besides loss time and severe illness.

Yours, truly, P. J. TERRAMIER.

To Dr. C. M. Jackson, Philadelphia, Pa.

Ask the Hostetter's Stomach Bitters, Tabs bitters, and take no other. Look for the signature of Jos. Hostetter on the wrapper of each bottle. They may be had of druggists and quacksaysel in every town and village in the United States, Canadas, West Indies and South America, at 75 cents per bottle. Principal office, 416 Arch street, Philadelphia, Pa.

For outside New Orleans, wholesale and retail, by

J. WEBBER & CO.,
Agents, 83 and 181 Chartres street.

HEMLOCK COUGH PREPARATION.—

We have long resisted the urgent solicitations of our friends to place this valuable preparation before the public, but the unanimous testimony of those who have used it, and the fact that it is the only preparation that can be relied on for the cure of Coughs, Colds, Hoarseness, Asthma, Bronchitis and Consumption, induces us to do so. It is a vegetable preparation, and may be given to the most delicate infant with perfect safety. Its effects are wonderful in the cure of Coughs, Colds, Hoarseness, Asthma, Bronchitis and Consumption