G. F. Weissé, Proprietor.

DAILY PAPER, [illegible] per annum [illegible]
CONTRACT RATES [illegible]
In advance for any number not exceeding [illegible]
Advertisements for one square [illegible] for each insertion.

The New-Orleans Bee.

RATES OF ADVERTISING.
One Dollar for every TEN lines [illegible] language, on the first insertion, and HALF that rate for each subsequent one. No Advertisement inserted for less than one dollar on each day.
☞ Advertisements inserted in Italic or Roman [illegible] charged one dollar for every TEN lines for each insertion for each insertion.
☞ The privilege of Annual Advertisers is limited to advertisements strictly within the line of their business, and in extent to one square every other day.

OFFICIAL PAPER OF THE STATE ..... NEW-ORLEANS, SATURDAY MORNING, JUNE 7, 1851.

No. 1506 Vol. X.—NEW SERIES. Vol. XXIX—Whole No. 6555.

The New-Orleans Daily Bee.

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

Saturday Morning, June 7, 1851.

NOTICE.

IN order to facilitate the transaction of my business, I have given a general power of attorney to Mr. STEPHEN OLIVEROS, my Cashier, under date of the 5th February last. Mr. Duverger is consequently empowered to pay all debts, collect all bills, receipt all bills or accounts, either for himself or the office of the Bee. G. F. WEISSE.
New Orleans, May 1st, 1851.

THE NORTHERN MAIL arrived through yesterday with the last dates.

THE RAIL-ROAD CONVENTION.

The proceedings of this important assemblage, as reported in our columns, are but a faint reflection of the spirit, energy and determination which appeared to animate the Delegates. We had looked for an imposing demonstration, and for harmonious counsels, but we were fairly taken by surprise at witnessing the cordial enthusiasm with which the country united with us in support of the great enterprize for which the Convention had been convoked. Among the Delegates from the interior, we recognize the names of gentlemen of the highest standing in Louisiana—men of substantial character and intelligence—men whose statements are entitled to the utmost confidence, and whose promises are certain of fulfilment. On such stamina was the Convention composed.

In all undertakings of magnitude, it is of vital necessity that they be taken hold of by the right kind of men. We consider it peculiarly auspicious that the project of a rail-road from Opelousas to Algiers has enlisted the sympathies, obtained the warm approval, and secured the earnest co-operation of gentlemen who represent the intelligence, enterprise and wealth of the several parishes immediately interested in the road. These gentlemen having started the ball, do not intend letting it drop. They are pledged to contribute towards the completion of the road the entire amount for which they stand sponsors, and we have not a doubt but that they will abide by their faith. On their other hand, the city of New Orleans will not easily discredit the success of any scheme that is heralded forth under the auspices of such a noble, energetic and opulent citizens as Maxwell, White, Gendy Burke, J. W. Stanton, Peter Conrey, &c. We see in the character of the Convention, in the ability and zeal of the accredited legates, in the earnest spirit in which the deliberations were conducted, and in the assurances of exertion voluntarily given on all sides, the most satisfactory guarantees of the triumph of the project.

It does much to awaken the dormant feelings of Louisiana. All the appeals of a vigorous press, all the eloquence of the sagacious and far-sighted citizens who for years had watched the rising commerce, traced its causes, and sought for remedies long proved unavailing, seemed buried in the torpor of paralysis, and appeared to gaze helplessly or reckless upon impending ruin. But at last the heart of the people was stirred. The agitation of the Tehuantepec Railroad, nearly nine months ago, gave the first impulse, while a deeper and broader interest was subsequently elicited by the Jackson and New Orleans Railroad Convention. The Opelousas scheme is still more closely associated with the immediate and tangible interests of our citizens. Its operations are clearly understood; the benefits it will confer, no elaborate or speculative discussion is needed. The products of a vast and fertile region, which it will convey swiftly and at a cost to our market; the value it will impart to immense tracts of land, which, for want of intercommunication with New Orleans, would otherwise remain uncultivated; the commerce it will give us of the trade of the interior of Texas, and the ultimate path it will lay for extending from point to point until it reaches the distant Pacific, and makes Asia and the Indies bury at our feet, and make Asia and the Indies bury at our feet, and make Asia and the Indies bury at our feet, and make