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# The New Orleans Bee.

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## THE DAILY BEE.

*WEDNESDAY MORNING, JUNE 30.*

THE NORTHERN MAIL failed yesterday from beyond Philadelphia.

### NEW ORLEANS AND HER MAIL FACILITIES.

The press generally seems to have overlooked the remarkable good fortune of New Orleans in the recent lettings of mail contracts, and the enlarged facilities now enjoyed by her for the early and regular race pt of intelligence from every quarter of the Union. Heretofore we have been compelled to depend for our correspondence with the great commercial marts lying on the Mississippi on the tardy and uncertain navigation of that stream. In winter the accumulation of ice, in summer the low stage of water, and at all seasons the prevalence of fogs have rendered the rapid and timely transmission of the mails a matter of utter impossibility. Hereafter a signal improvement will take place. The Postmaster-General has wisely divided the river from St. Louis down in sections and put on them a tri-weekly service. He has also established a tri-weekly line from Memphis down to New Orleans, making alternate days—thereby giving to us and settlements on our Father Mississippi a mail service of six times a week for nearly the entire year. Persons, not unlike those who remember how long the river mails were accustomed to reach us frequently no papers or letters from Cincinnati, Louisville, St. Louis or Memphis received for a week, and then a dozen of them coming all at once—will appreciate this striking ameliorat[illegible]

Another important change is the transfer of the through mail between Cairo and New Orleans from the river to the railro[illegible] route from Columbus, Kentucky, by the Nashville, in Tennessee, and by Canton and Jackson, in Mississippi, to New Orleans. This service on the railroad will reach the mail through in about one-third of the time it now takes on the river. Instead of five days going down, and six days going up. We believe it is from that this gratifying improvement both in the river and land service has been accomplished at nearly one hundred thousand dollars less than the cost of the river service alone under former contracts.

These are striking and valuable are the advantages accruing to New Orleans by the new route for the transportation of the mails from the North Eastern States. In a very short time the mail will reach us regularly from Washington in four days, and from New York in four days and seventeen hours—including an average gain of at least one day and a half over the time now required. This reduction will be effected by the new railroads opened through Virginia and Tennessee to the Grand Junction east of Memphis, and thence by the Mississippi Central, and the Nashville, Jackson and New Orleans railroads. There are one or two links along this great route where railway transportation cannot yet be employed, but in the course of a few months these will be [illegible], and then we may anticipate a mail three days from Washington, and three and a half days from New York.

Noticing these new and important contrasts from which our city will derive the most signal benefits, we must not omit the highly interesting negotiation recently concluded with the Tehuantepec company, by which a semi-monthly line is established between New Orleans and San Francisco, across the Isthmus of Tehuantepec. This contract goes into effect on the 1st October next, and we learn that the company are preparing actively and energetically for its faithful and regular fulfilment. The manifest advantages of this route have been so frequently adverted to by us that further allusion is scarcely necessary. We may only state, however, that by this contract the schedule time from New Orleans to San Francisco will be reduced from twenty-three to fifteen days, and when a railroad is built across the Isthmus the entire journey will be accomplished within twelve days. To travel on the gain will be immense, not alone in saving of time, but in the diminution of [illegible] and tedious consequent upon contrary navigation. Instead of being seven days in the Gulf of Mexico and the Atlantic, seven and fourteen days on the Pacific, the voyager will run down from New Orleans to Tehuantepec in less than [illegible] hours, cross the Isthmus, and arrive at San Francisco after eight days of travel on the Isthmus. As a matter of course, [illegible] the great highway of travel from California. No one will be surprised at a journey of three [illegible] when he can arrive with [illegible] in two-thirds [illegible]

[illegible] extraordinary advantages [illegible] repeat what our contemporaries said a few days ago [illegible] dawned upon us before [illegible] of Louisiana to the Union. New Orleans at a single bound [illegible] progress of a whole decade under ordinary circumstances. We have now [illegible] to repair, in some degree, the [illegible] and brought [illegible] than ever is our destiny now [illegible] Property worth a shilling may in five years be ma[illegible] The shop-keeper [illegible] the amount of ten [illegible] in a like [illegible] and his profits [illegible] add an additional [illegible] of goods sent [illegible] from the Bluffs [illegible] to the Sierra Madre, the [illegible] Tehuantepec and Central [illegible] reasons, except those [illegible] which are an impetus [illegible] every department of [illegible] capital to any that Chicago [illegible] ever experienced. [illegible] opinion.

[illegible] of the steamer James [illegible] Louis and Louisville [illegible]

[illegible] Medical and Scientific Journal [illegible] dedicated to the editors for the [illegible] excellent publication [illegible]

[illegible] There are special [illegible] College, 106 Canal [illegible] teachers [illegible] invited to begin immediately [illegible]

[illegible] purchasers are called to the [illegible] DAY, at 10½ o'clock, by H. [illegible] Messrs. Soutwes [illegible] a travel stock, of brandies, [illegible] red wines, abaysin, [illegible] almonds, The Bungarian [illegible] The sale is peremptory.

[illegible] British Chess Association was to meet [illegible] 21st instant. It is [illegible] best players of England, [illegible] Scotland. The great American [illegible] Mourny, of New Orleans, [illegible] present. His countrymen, [illegible] the Louisville *Journal*, are of course [illegible] success, but we do not [illegible] Sharpers are half so good as [illegible] were to meet the same [illegible] American soul. As he can [illegible] than two or three days [illegible] be suffering somewhat [illegible] effects of his sea voyage, and than [illegible] doubt that players can do better [illegible] at home than abroad. Mr. STAUNTON, [illegible] of the English champion, beat [illegible] famous Mr. WENTUAL eighteen successive [illegible] in London, but was afterwards beaten [illegible] match at Paris.

[illegible] understand that Mr. Mourny, if successful [illegible] the Chess Congress at Birmingham, intends to return to the United States [illegible] that have tried the strength of [illegible] acquainted players of Europe. [illegible] is striking for the chagrin [illegible] world. If he win it, he will no [illegible] that Philidor is not alive to dispute [illegible] him.

[illegible] the title of an article in Mr. [illegible] *Review*. Now good advice [illegible] for those to observe [illegible] thermometer marks steadily 90 [illegible]

[illegible] TO BE SAID TO BE APPREHENSIVE.—[illegible] that is no joke, and [illegible] confident of it is a passage from the [illegible] evidence of the *Tribune* is as true as it is [illegible]

[illegible] seen the Governor of the Territory [illegible] gravely up the road toward his tents, [illegible] a stove of stove funnel under each [illegible] Chief Justice cutting [illegible] wood, and punching the [illegible] which were drawing logs to build his [illegible] the Secretary of State splitting wood, [illegible] United States Attorney and Marshal [illegible] the walls of their hut with mud. [illegible] I saw one United States Commissioner stripped to the buff and riding on [illegible] plotting a wagon through a ford [illegible] reading, while the other Commissioner [illegible] accomplished the passage, not [illegible] sack on the opposite bank, [illegible] a rent in his pantaloons. These [illegible] convince you that the civil [illegible] at least, in connection with the Utah [illegible] are not sinecures.

### ADDITIONAL FOREIGN NEWS.

ARRIVAL OF THE PERSIA AT NEW YORK.

NEW YORK, June 21.—The royal mail steamship Persia arrived at half-past 9 o'clock this evening. The following items of news are in addition to the dispatch from Cape Ness:

ENGLAND.—The House of Commons, on the 9th inst., rejected the bill relating to tenant rights in Ireland.

On the 10th, in the House of Lords, a bill was introduced making the franchises and qualification of bills of exchange a penal offence.

The bill abolishing property qualification for members of Parliament was debated and read a second time.

The bill extending the elective franchise in the counties to occupiers of £10 tenements was read a second time by a majority of 48, notwithstanding the opposition of the government.

In the House of Commons, on the 11th inst., it was announced that the government had sent a dispatch to India disapproving of the policy of annexation, and disavowing the annexation of Dahr.

The House of Commons agreed to a council for the government of India to consist of from twelve to fifteen members.

The British steamer Porcupine sailed on the 3d instant for Newfoundland, to await the arrival of the United States steamer Niagara and her tender, the British steamer Gorgon, to assist in laying the telegraph cable.

The father of Sir John Crampton is dead.

A match has been made for a race between the American steamer Arcturus and Saxham for £500 a side, even weights, over the New Market Course, in October.

A match has also been entered into between Babylon and Lord Chesterfield's Telegram, for even weights, £500 a side, to take place the day after the above race.

The three mates of the American ship Gleaner were committed to trial at Cardiff for brutal outrages on the crew.

The French ministerial journals support the American cause in relation to the rights of search.

The eruption of Mount Vesuvius continued, but no further serious results were reported.

The British Consul-General at Belgrade had been attacked and severely wounded by Turkish soldiers.

INDIA.—Sir H. Rose completely defeated the rebels at Koutah, killing seven hundred, and capturing seven guns.

The attack of Calpee was expected on the 16th of May.

The English garrison at Jeesampore, six hundred strong, was surrounded by eight thousand rebels, but no fears were entertained for its safety, as relief was at hand.

A village in Central India had been stormed after an obstinate resistance, and all the male inhabitants put to the sword.

**The Latest by Telegraph from London to Liverpool.**

LONDON, June 12.—It is rumored that the British government intend to call out additional militia.

It is said the government offer no further opposition to the Jewish Parliament.

The city article of the *News* states that the funds opened at an advance of an eighth, owing to the reduction of the rate of discount by the Bank of France. There was no animation, however, in the afternoon. Dullness prevailed, and the market closed at yesterday's rates.

The Australian mails had arrived at Malta, with £104,000 in specie. Trade was reported as dull, but money plentiful.

### TELEGRAPHIC.

FROM UTAH.—St. Louis, June 23.—A letter to the *Republican* says that Captain Marcy was passed on the 18th May on Cache La Poudre river. He expected to leave camp in fifteen days. Colonel Sodere arrived at Fort Laramie on the 30th of May with the wagon road train. A letter from Governor Cummins says he opposed the Mormons going to Benora, and confirms the report that the Mormons are much divided between their peace and war parties. He speaks of Brigham Young as a man of great perseverance and talligence, combined with much experience, and says he himself is a man of great ability. Many fear he will become he favors the peace policy.

Governor Cumming also plainly says his chief control over the Mormons is exercised through Young, and should any thing happen to thwart his efforts to prevent a collision between the army and the Mormons, the country may reasonably expect a guerilla war of some years' duration, at the expense of many millions of dollars, while the horrors of war would be visited on those least deserving them.

DESTRUCTIVE FIRE.—Springfield, Massachusetts, June 23.—Plather and Smith's Rosemantic mill, at Lee, was burnt to-day. The loss is estimated at $100,000. A considerable portion is covered by insurance.

FROM WASHINGTON.—Washington, June 23.—General Robles emphatically contradicts the report of the sale of a large portion of Sonora to an American company.

### Washington Items.

It is said that orders have been issued for the Saranac to leave Panama, and cruise as far north as Guaymas, and investigate the injuries inflicted on Americans along that coast.

The British Ministry have turned a sharp corner, and completely changed their front since the intelligence by the Europa. Mr. Dallas's dispatches say distinctly that Lord Malmesbury accepts the interpretation of international law as to the right of visit assented by Secretary Cass, and therefore withdraws from the position which he first assumed.

Acting up to this spirit, orders have been issued peremptorily instructing the officers to dispense any further detention of American vessels. It is urged, however, that this government should enter into a mutual arrangement by which its flag should be protected against abuse by [illegible] prosecuting the slave trade. Lord M[illegible] speech on the [illegible] in full view of General [illegible] and after a comparison [illegible] Dallas, which shows a concession, and not [illegible] ground taken by Eng[illegible] before the affair [illegible] and understood to [illegible]

[illegible]sbury's dispatch to [illegible] same ground, has [illegible] partment of State [illegible] be Calhoun-to-mor[illegible]

[illegible] worked and have [illegible] distinguished of [illegible] Lawrence, Hasp[illegible] all died, and now [illegible] must be added [illegible] dead.

[illegible] Officer-service in [illegible] Algerines in Gen.

[illegible] as a mark of [illegible] worthed union [illegible] ady, has pre[illegible] e at Hampton [illegible] to have it [illegible]

[illegible]orian, is said [illegible] ar-writers for [illegible]

The [illegible] Times, [illegible] between [illegible] difficulties [illegible] It is [illegible] says: [illegible] slavery [illegible] nationalist [illegible] munity, well [illegible] nearer to us [illegible] Darling the at[illegible] perate or frie[illegible] England proces[illegible] stors, and the [illegible] proclaimed with a [illegible] superiority of the [illegible] Yankee Territories [illegible] phobia is adopted by [illegible] factious principally be[illegible] to involve a sentiment [illegible] cion and dislike. *If the [illegible] by the secession of the [illegible] left to the natural operation [illegible] with the cotton bagging query, [illegible] would become doubtful party [illegible] of furnishing a common fund [illegible] conflicting dissensions.* It will [illegible] sirable to confine the impend[illegible] to the facts of the alleged a [illegible] *general discussion of the policy [illegible] regard to the slave trade will [illegible] stable offense.* It is certain [illegible] treaty has not been signed [illegible] still more certain that [illegible] dent will offend the mo[illegible] of his constituents by a [illegible] the English cruisers on [illegible] of Cuba, but prudent [illegible] of sense in private life [illegible] extraordinary zeal [illegible] against their will.

[illegible] Preston, near Bro[illegible] traordinary mat[illegible] taken place [illegible] church-yard [illegible] ager Cooper [illegible] who "the [illegible] Scripture reader [illegible] connection with one of the churches in that celebrated watering place. The bride is upwards of eighty years old, and the bridegroom about thirty, so that Doctor Doxapity is only [illegible] their ages of half a century? It is said he [illegible] for a long time past, the Countess has manifested great interest in the labors of the Scripture reader, and made him some valuable presents. The Countess is supposed to have a princely income, worthy of her position as the daughter and the mother of a peer of the realm. The aristocratic relatives and connections of the bride are said to be terribly excited by this most unexpected and eccentric conduct of this aged and noble lady.—*British Standard.*

RETURN AFTER FORTY-SIX YEARS' ABSENCE.—The Newburyport *Herald* says that the old residents of Ward One were not a little astonished, on Thursday last, by the appearance of Mr. Peter Pedee, who ran away from sea forty-six years. It was then the opinion of the old long beam or schoolmaster of the spiritual flock, that Peter, in 1811 [illegible] from Boston, on a short voyage in the late House Tax, since which time the tidings were half. This aged tar [illegible] with was married soon after his departure, and upon his return he found his wife through death's vault, a chambermaid. Forty-six years has rolled over the head of the returned sailor; but now, on the eve close and the hoary [illegible] and the Nile Rolls [illegible] hole becomes [illegible] birth-place and the [illegible] inquire his wife [illegible] the house of his [illegible] that dreamless state that [illegible]

### The Telegraph Lines of the World.

The New York *Courier and Enquirer*, in the course of an able article on the Atlantic Telegraph, gives the following interesting statistics of the telegraph lines of the world:

| | Miles. |
|---|---|
| Austria | 12,000 |
| England | 16,000 |
| Prussia | 8,000 |
| Germany and states | 14,000 |
| Russia | 6,000 |
| Spain | 6,000 |
| The rest of Europe | 9,000 |
| India | 6,000 |
| Australia | 2,000 |
| Other parts of the world | 1,000 |
| Total length of telegraph lines, 1856 | 68,000 |

The number of messages passing over all lines in the United States is estimated at about 4,000,000 per annum.

Until the year 1856 the submarine cable was practically unknown. In this year the first submarine cable was laid from Dover (England) to Calais (France.) The cable was twenty-four miles long, and has since been in operation, with one interruption, with complete success. Since that period the following submarine lines have been laid, and are now in operation:

| CABLE. | MILES. | WIRES. | DATE. |
|---|---|---|---|
| Dover and Calais | 24 | 4 | 1851 |
| Dover and Ostend | 80 | 4 | 1853 |
| Holyhead and Howth | 60 | 2 | 1855 |
| Lagnaut and Holland | 115 | 2 | 1855 |
| Port Patrick and Donaghadee | 13 | 6 | 1855 |
| Second cable do do | 13 | 6 | 1856 |
| Italy and Corsica | 46 | 4 | 1854 |
| Corsica and Sardinia | 14 | 6 | 1854 |
| Denmark, across the Great Belt | 18 | 3 | 1854 |
| Denmark, across the Little Belt | 6 | 3 | 1854 |
| Denmark, across the Sound | 30½ | 3 | 1855 |
| Across the Frith of Forth (Scotland) | 4 | 4 | 1855 |
| Varna and Balaklava (across the Black Sea) | 300 | 1 | 1855 |
| Balaklava and Sapatoria | 60 | 1 | 1855 |
| Across the Danube, at Peccais | 1 | 1 | 1855 |
| Across the Bosphorus | 2¼ | 1 | 1855 |
| Across the Sound | 3 | 1 | 1856 |
| Across the Gulf of St. Lawrence | 74 | 1 | 1856 |
| Across the Straits of Northumberland, from Prince Edward Island | 10½ | 1 | 1856 |
| Across the Bosphorus, at Kandilli | 1 | 1 | 1856 |
| Across the Gut of Canso (Nova Scotia) | 2 | 1 | 1856 |
| St. Croix, across the mouth of the Bonchi, at the isle of Pepeson, each one mile long, and twice the semicircumference | 3 | 6 | 1857 |
| Across the Bosphorus, at Pedouah | 1 | 1 | 1857 |
| From St. Petersburg to Oranienbaum | 30 | 1 | 1856 |
| Across the St. Lawrence, at Quebec | 1 | 1 | 1856 |
| Across the Solent, Isle of Wight | 1 | 1 | 1856 |
| Zug and [illegible] | 3 | 4 | 1856 |
| Small river crossings | 20 | — | — |
| Total length of submarine cables | 900 | — | — |

### The Shortest Western Passage Across the Atlantic.

The steamship Vanderbilt, Capt. Lehvre, which arrived yesterday morning from Havre via Southampton, has made a shorter Western passage than had ever before been accomplished—nine days and thirteen hours—and has won the laurels which the Baltic has worn in triumph for the past seven years.

The following is a table of the only four Western passages which have been made under ten days, mean time. The Baltic, it will be seen, has made two, the Vanderbilt one, and the Arabia one:

In 1851 the Baltic left Liverpool August 6, at 4 P. M., and arrived at New York August 16, at 6 A. M.—9 days and 13 hours.

In 1853 the Arabia left Liverpool August 13, at 8 P. M., and arrived at New York August 23, at 1:55 A. M.—9 days, 11 hours and 55 minutes.

In 1854 the Vanderbilt left Southampton June 8, at 1:30 P. M., and arrived at New York June 19, at 10:30 A. M.—9 days and 13 hours.

The passage made by the Baltic in August, 1854, has never been beaten since that time (except when she beat herself in 1854) by any vessel until now, and not only by an American vessel. The Vanderbilt left Southampton at 1:30 P. M. on the 8th instant, and arrived at the Battery at 10:30 A. M. on the 19th instant, thus making the run in nine days and fifteen hours and twenty-four minutes, which we must add five hours for difference in longitude, which makes her running time amount to nine days and twenty hours. In comparing the Vanderbilt's passage from Southampton with those of the Baltic and the Cunard steamer Arabia from Liverpool, we must allow seven hours to the Vanderbilt for the greater distance which she had to run, which will reduce her time to nine days and thirteen hours, thus beating the Baltic's shortest passage by four hours and fifteen minutes, and the Arabia by nine hours and fifty-five minutes.—*N. Y. Herald, 23d.*

ANOTHER REFREHMENT BY MR. BARRY.—At a second lecture or exhibition of Mr. Barry at Manchester, the following took place:

The second attempt for experiment was, however, one well worthy of showing the triumphant powers of the operator. It was a mare, belonging to Mr. Wrathall, of Mr. Wheevil, thatcher, of Salford, a great powerful cart-horse—which, we were informed, was the terror of Salford. It was tolerably evident that the course of this animal, capital of the truth of Mr. Barry's system, was determined, if possible, to baffle him, reckon of the means by which he did so. The groom led the mare to the enclosure, and suddenly before he could be stopped whipped off the halter by which he had led her forward. Some gentlemen standing by told him to put on the halter again, as Mr. Barry would begin to yield her. But the groom, [illegible] and with a knowing smile, refused. It was as much as his life was worth to go inside the enclosure, and no entreaties then would induce him to do so. The groom expressly stated that he had been ordered to take off the halter when he let the mare loose, and such a direction could only have been given with a reckless desire to baffle Mr. Barry, if possible, regardless of consequences. We need hardly say that the attempt failed entirely.

The animal, startled by something or other, plunged about, applied her heels vigorously to the barricade which surrounded the enclosure, constructed to withstand kicks of such powerful creatures, and the stakes at hand, and appeared to place a portion of the audience in jeopardy. The gentlemen present interfered, and recommended Mr. Barry to give up the attempt to tame such an animal without having from the beginning some hold upon her. It was felt that Mr. Barry had not been altogether fairly dealt with, and that certainly the taming of such an animal was not a sight for ladies. Nevertheless, the presence of some one hundred people put Mr. Barry at a great disadvantage; and, accordingly, after the beast had made a rush at him, the audience, with one accord, withdrew. It is right distinctly to state that, notwithstanding the entreaties of his friends, Mr. Barry never for one moment hesitated, for he felt that he must redeem his pledge to meet any horse and subdue him. In about five minutes after the company had withdrawn, it was known that Mr. Barry had at least bridled the mare, and then all returned to witness further proceeding. Beyond this, the course taken was much the same as in former instances—for, as Mr. Barry says, horse-nature is two days old, and all the animals he has seen produce like results. The mare, we understand without the fear that she felt, the slight form of Mr. Barry lying with his head beneath the hind heels of the great creature that was so restive an hour before.

COLLISION.—*A Vessel Cut in Two.*—The brig Locatice, of Salem, Captain Grocelaw, from Philadelphia by way of Holmes's Hole, for Boston, got up on Friday night, at 11 o'clock and ten minutes, by the United States steeming Balance, which left Boston the same evening for the coast of Africa. The Balance struck her just abaft of the main chains, nearly cutting her in two. Her captain and crew all jumped aboard of the Balance, except the steward, Hiram A. Hoan, who was lying in his berth at the time, but who managed to reach the Balance before the Locatice sunk. The Locatice sunk five minutes after being struck. Mr. Hoan was the only person that had not been a chance to save any thing except the clothes they had on at the time. The Balance took them to Wellfleet next morning at 4 o'clock.

## CITY INTELLIGENCE.

BOARD OF ALDERMEN.—This Board held a regular meeting last night—Mr. Hixon in the chair, and six members present.

A message submitting his police appointments for the approval of the Board was received from the Mayor.

The malignant message of the new Mayor was read to the Board.

BOARD OF ALDERMEN, } June 23, 1858.

To the Honorable the Common Council:

Gentlemen: Elected by the votes of my fellow-citizens to preside over this city as its chief magistrate, I have felt it my duty to endeavor, upon the discharge of my official functions, to conform to the most exalted standard of public duty.

In my mind it is a new and untried position, and I have opened my eyes to the arduous duties and responsibilities which surround it. The discharge these duties, and meet with the [illegible] confidence these responsibilities, must be the great object of my administration.

To say that I will be able to give entire satisfaction to all my constituents would be assuming to myself more than I have hope that I shall naturally meet, and an honest and indefatigable determination to discharge fearlessly and impartially my public duties, I cannot but anticipate the future without misgivings of distrust, it is with confidence and gratitude to add me in the administration of the laws.

Our city has but recently passed a most fearful and extraordinary crisis; one which not not had its parallel in the history of our government. The attempt by an armed force to overturn the government of the city, and assume to usurp the rights and transmissible powers of the people, was the most daring and most dangerous conspiracy of the kind ever perpetrated. Still the public mind should not become blinded to the evil of an armed and political conspiracy, which had been [illegible] and nearly overturned the peace and [illegible] of our city. It is the duty of every [illegible] to contribute to the regular government, and when any party in our country can [illegible] the authority of the people, [illegible] the government by force of arms, and [illegible] in our midst, [illegible] the [illegible] of our [illegible] [illegible] the [illegible] of the [illegible] [illegible] the [illegible] [illegible] the [illegible] [illegible]