The New-Orleans Bee.

Vol. X. NEW SERIES. Whole No. 6411.

OFFICIAL PAPER OF THE STATE ..... NEW-ORLEANS, SATURDAY MORNING, SEPTEMBER 28, 1850.

MAGNE & WEISSE, Proprietors, No. 83 CHARTRES STREET.

[illegible] THE BEE

[illegible] $12 00

[illegible] Dollar for every TEN lines [illegible]

[illegible]

The New-Orleans Daily Bee.

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

Saturday Morning Sept. 28, 1850.

FOR CONGRESS 2nd DISTRICT, HENRY A. BULLARD.

[illegible]

THE NORTHERN MAIL [illegible]

NEW YORK POLITICS. [illegible]

TRAVELING THE MISSISSIPPI. [illegible]

[illegible]

COINED INGOTS.

Among the bills introduced into Congress, we perceive one, brought forward by Senator Gwin, of California, which proposes to authorize the coining of gold in pieces of the value of [illegible] hundred to ten thousand dollars. By the terms of this bill the only difference between the ordinary ingots commonly shipped from countries where the precious metals are found, and the new coinage, will be that the latter will have an invariably fixed value, and will become a legal tender. It is proposed that the circular form, heretofore given to money, shall be abandoned, and that the coins in question shall be of rectangular shape, stamped with the national emblem and proper description, and the faces covered with a delicate tracery of fine engraved lines. The respective values of these coins to be one hundred, two hundred and fifty, five hundred, and one, five and ten thousand dollars.

This massive coinage would necessarily play an important part in commerce. From its perfect uniformity of value it would be sought wherever large shipment of gold became necessary, and would take the place of the ruder ingot, which doubtless is frequently deficient either in weight or standard.

THE CUNARD STEAMERS.—The arrangement to run the Asia, and other steamers of the Cunard line not destined for Boston, direct between Liverpool and New York, has been determined upon, commencing with the next trip of the Asia.

☞ The Secretary of State, says the *National Intelligencer* of the 20th, paid yesterday, to AMOS BIV, the compliment of calling on him at his lodgings; after which he took him in his carriage to the Capitol, and introduced him to many members of both House of Congress. The Envoy appeared much gratified by this courtesy, and spent some time in each House.

The Senate, in the course of the day, has had under consideration the Civil and Diplomatic Appropriation bill. It inserted an appropriation of ten thousand dollars to defray the personal expenses of the Envoy during his residence and travels in the United States—a mark of respect toward the Sovereign of Turkey, and to the mission which prompted this mission.

FROM NASSAU.—The Charleston papers have received advices from Nassau to the 11th instant, inclusive.

The brig Wormwood, of Lubec, Me., Mitchell master, from Aux Cayes, bound to New York, with a cargo of logwood and rubber, was [illegible] on the Hog Sties, on the eastern side of the Bahama Bank. It was blowing very heavy at the time, with a strong current setting to the N. E., and in thirty minutes after the vessel struck, she knocked off her rudder and bilged. The greater part of the cargo was saved, in good order, and sent to Nassau. The lessons have not yet been stated.

The steamer Ben Taylor, of and from Pittsburgh, bound to Montgomery, Ala., was asleep in the N. E. reach on the neighborhood of Tallahatchie, on the night of the 20th, when she was full in water by the snap lashes, and was so crippled as to need repairs.

The Committee of the Chamber of Commerce have added a very important feature to the memorial to the Secretary of the Navy, in relation to the Navy Yard at Pensacola, which we publish elsewhere. It is proposed that the 2,000 acres of Navy Lands, on the eastern bound about four miles of the city, be sold and the proceeds applied to the improvement of the Yard. The Committee have also proposed to the Chamber of Commerce to recommend to the Secretary of the Navy the propriety of the Government of the United States, in the Navy Yard at New Orleans, and on Barataria Island.

The Vicksburg Herald, of the 21st, says: Mr. Hunter, of the firm of Hunter and Hunter, on river [illegible] Mr. Hunter, and mortal abscess [illegible] the abdominal cavity [illegible] Mr. Hunter was a native of Virginia, and was about 30 years of age. He was a member of the Methodist church, and was a Mason. He was a very popular man, and his death has caused a general gloom among his acquaintances.

The Mobile Tribune, of the 24th, says: The Mobile Light Guard, Capt. Hunter, left for Pensacola on the 19th, to be stationed at the Navy Yard, in that place, for the protection of the Government property there. The Light Guard, Capt. Hunter, is a fine company, and will do credit to the city and state