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NEW ORLEANS:
TUESDAY MORNING, APRIL 10, 1860.

SUBSCRIPTIONS BY THE WEEK.

The carriers of the Bee are authorized to receive subscriptions to our paper, at the rate of 25 cents a week, payable in all cases to the carriers themselves.

NEW ADVERTISEMENTS TO-DAY.

By C. E. Fortelle, at 11 o'clock, at the corner of Crapo and Prance streets, milch cows, calves, &c.

By A. Fernandez, at 12 o'clock, at the St. Louis Exchange, five slaves, a mulatto boy and girl.

By E. Roger & Co., at 10 o'clock, at Nos. 45 and 47 Old Levee, lots and packages of seasonable dry goods; also fancy ribbons, embroideries, silk parasols, also bridal attire—to close a consignment.

By D. E. Murphy, at 10 o'clock, at the store corner Magazine and Gravier streets, 221 barrels tobacco; also, at 11 o'clock, at No. 29 New Levee, choice Havana cigars.

By E. R. Sykes, at 10½ o'clock, at No. 42 Magazine street, 1,000,000 German cigars.

By E. Roger & Co., at 10 o'clock, at their salesrooms, Nos. 45 and 47 Old Levee, credit sale of white, Mamillion and check shirts, silk neck ties and shirt bosoms.

By D. E. Murphy, at 10 o'clock, at No. 42 Magazine street, cooks stove.

THE PAST AND PRESENT.

We believe it may now be affirmed, without the fear of contradiction, that New Orleans has at length discovered the true path to prosperity, and that henceforth the development of her immense resources will proceed in a normal and uninterrupted manner. Formerly our city progressed spasmodically and at intervals: a fortunate combination of circumstances, abundant crops, the accidental and temporary accumulation of foreign capital, the brilliant results of certain bold speculations, imparted an occasional and powerful impulse to business: but the effect ceased with the cause, this feverish and irregular activity would gradually diminish, and New Orleans was wont to fall back into lethargy and routine just at the period where it was believed that her permanent advancement had been secured. The symptoms now are very different and far more favorable. The commercial sphere is daily enlarging itself; manufacturing industry is beginning to flourish in a medium previously deemed invincibly hostile to its success: capital is rapidly concentrating itself among us, and business men finally comprehending the solidarity of interests which binds them to the welfare of the whole community, are steadily identifying themselves with the permanent population of our city.

These auspicious results have not been attained without an obstinate struggle. Long after the cities of the East and West had thoroughly appreciated and practically tested the value of new and rapid modes of intercommunication, and had added largely to their positive wealth by these enterprises, New Orleans continued to oppose in supine inaction, and with a blind and benighted confidence in the exclusive means and appliances with which bountiful Providence had enriched her. We had the Mississippi, and our apathetic and credulous population imagined that the presence of that mighty river was alone sufficient to ensure us forever the teeming trade of the fertile West. A rude shock was necessary to awaken us from this fatal delusion. It came at last. Our business fell off, our relations with other States declined; our population became stationary. Petty bourgs, whose pretensions we had ridiculed, proclaimed themselves competitors and rivals. The journals of Memphis gravely expressed out the inevitable decadence and commercial ruin of New Orleans, and predicted the speedy advent of the day when the St. Charles Hotel would be a deserted and crumbling ruine, and the streets of our lastral thoroughfares would be choked with the rank luxuriance of weeds. The danger was exaggerated, no doubt, but it was grave enough to arouse the slumbering denizens of our city. A few of our enterprising and intelligent public men at once took the initiative, and inaugurated that grand system of improvements which has restored vigor and vitality to our languid and enfeebled commerce.

Little is now to be apprehended. Thanks to the self-sacrificing energy of the citizens of New Orleans displayed at the critical period of her fortunes, we have two grand arteries of continental communication—one with the great West, linking us by an uninterrupted line of railway to the proud capitals of the Middle and New England States, and the other penetrating to the heart of Louisiana, and opening a market for the products of our fruitful cane and cotton fields, and for the ever increasing agricultural wealth of Texas. Along the route of both these roads thriving villages have sprung up, vast spaces of land have been brought under culture, and the industry of the planter has been materially stimulated by the certainty of finding an easy, cheap and expeditious conveyance of the products of his acres to the best of markets. Lands which were formerly valueless now command high prices, and the piney woods of the Florida parishes are sprinkled with country seats, villas, stores and comfortable dwellings.

New Orleans is necessarily the beneficiary by this change. Connected as she now is to the other States of the Union by iron bands, she has no longer to fear the disastrous consequences of her former isolation, and cannot possibly declare from her present proud position. Now that her destiny seems certain, we observe various projects in contemplation for the enhancement of her commerce and resources. Soon we may hope to witness the regular departure and arrival of a line of steamships between New Orleans and Liverpool, and we perceive that in Boston a company is organizing to establish communication with our city by steam navigation. The merchants of Philadelphia seem likewise disposed to engage in a similar enterprise. In short there is every possible reason to believe that New Orleans is on the high road to permanent prosperity and aggrandizement. The future is as serene and brilliant as the past was sombre and threatening. New Orleans is destined to be to the South what New York is to the North.

Our readers will not forget Mr. Charles Fabbri's concert this evening, at Lyceum Hall. The violinist is himself a pupil of the great De Beriot, and as artist of no mean celebrity. He will be seconded by the powerful assistance of Madame Gazzaniga, Signor Tamaro and Mr. Sanderson.

Our thanks are due the officers of the New Louisiana Benevolent Society for tickets of invitation to the grand ball to be given at their Hall, corner of Gravetown and Elysian Fields streets, on Thursday evening, 12th inst.

TEXAS.—We have received Galveston papers to the 7th inst., but they are wholly destitute of news.

We learn from Capt Escalra, of the schooner Arrogante, arrived last evening from Sisal, 5th inst., that the steamer Mexico, having in tow the Spanish man of war Habanero, from Vera Cruz, arrived at Sisal on the 4th inst., with the Spanish flag hoisted. Also, reckoning that Miramon had been quiet since the bombardment at Vera Cruz, and was en route from Medellon for Mexico

In consequence of unforeseen circumstances, the grand concert which was to have been given by Mlle Browaka, on the 12th instant, for the benefit of the St Anna Asylum, has been postponed. The time will be announced very soon. Tickets sold thus far will secure admission to the concert.

D E Murphy, auctioneer, respectfully calls the attention of buyers to the trade sale of Virginia manufactured chewing tobacco, to be made by him this day, at 10 o'clock. See advertisement

The large and liberal credit sale of Harmin Cotton takes place this day, at 11 o'clock at the importer's store, No. 36 Jos M Toledo. No. 36 New Levee street. See D. E. Murphy's auction advertisement.

DRY GOODS.—The particular attention of buyers is called to the large sale of dry goods to take place this day, at 10 o'clock, at the salesrooms of E. Roger & Co., Nos. 45 and 47 Old Levee street. Terms—Over $200, 20 days' credit.

SHIRTS! SHIRTS!—The particular attention of buyers is called to the large sale of shirts to take place this day, at 10 o'clock, at the salesrooms of E. Roger & Co., Nos. 45 and 47 Old Levee street. Terms liberal 4 mos.

E. R. Sykes, auctioneer, will sell at his auction store, 42 Magazine street, by catalogue this day, ten thousand German cigars of the most approved brands, as first up in fine style. Terms liberal.

BY TELEGRAPH.

[TRANSMITTED TO THE NEW ORLEANS BEE.]

The Question of Annexation.

COMMERCIAL INTELLIGENCE.

HALIFAX, April 9.—The European mails by the steamship Niagara will reach Boston to-day.

HAVRE COTTON MARKET.

HAVRE, March 24.—The sales of cotton during the past week amounted to 8000 bales. The market closed very firm and tending upwards. Orleans were ordinaire closed at 105 francs; low ord 98f. The amount of Cotton now in port is estimated at 23,000 bales.

HAVRE PROVISION AND BREADSTUFFS MARKET.

HAVRE, March 24.—The Havre Breadstuffs market closed generally steady. Flour closed dull, but prices are generally unchanged. Wheat closed dull, the quotations by the last steamer being barely maintained. The market for Provisions closed generally dull at previous quotations.

MANCHESTER TRADE.

LIVERPOOL, March 24.—The advices received from Manchester continue to be cheering.

The market closed very firm. The prices have an advancing tendency. The demand for manufactured goods and yarns continued active, and spinners continue to be very busily employed.

BULLION IN THE BANK OF ENGLAND.

The bullion in the Bank of England has advanced £76,000 during the week.

POLITICAL INTELLIGENCE

In the political circles of England the question regarding the annexation of Savoy to France is the principal topic of interest.

The London Times admits that the annexation of Savoy to France must be speedily allowed, but demonstrates the act as a stupendous wrong although it had been effected by the Rhine, or a sudden attempt on the city of Antwerp.

LARGE FIRE IN MEMPHIS

MEMPHIS, April 9.—The large cotton warehouse and 1200 bales of cotton, owned by Messrs. Bayliss and Hamilton, together with seven adjoining buildings, were completely destroyed by fire last night.

The loss is estimated at $70,000 to the amount of $40,000 are said to be covered by insurance.

STEAMBOATS PASSING

VICKSBURG, April 9.—The steamer Adriatic passed down at 2 this A. M. Woodford at 6, and the Quapaw at 6 o'clock Sunday morning.

The Switzerland passed down at 5, the Dixie at 8, and the Chancellor at 9 o'clock last night. The Planet passed down at 10 o'clock this morning.

RIVER INTELLIGENCE

ST LOUIS, April 9.—The Mississippi river at this point is at a stand, with 2 feet 6 inches of water in Cairo

The Upper Mississippi is rapidly falling, with 11 feet of water over the upper and 3 feet 2 inches on the lower rapids

LOUISVILLE, April 9.—The Ohio river at this point is at a stand, with 6 feet 1 inches of water in the canal

Further by the Steamship Niagara.

Approaching Crisis in Italy.

COMMERCIAL INTELLIGENCE.

Reuters, April 9.—The European mails by the steamship Niagara are due at this port this evening, and will reach the South on the arrival of the cars to-morrow morning.

LIVERPOOL COTTON MARKET

LIVERPOOL, March 24.—The amount of Cotton now in this port is estimated at 800,000 bales, of which 240,000 are of American production.

On Saturday the Cotton market remained steady at the following quotations by the Broker's Circular:

Fair Orleans 7¾. Middling Orleans 7¼. Fair Mobile 7¾. Middling Mobile 7. Fair Uplands 7. Middling Uplands 6¾.

CONSOLS AND MONEY

LONDON, March 23.—The English Money market closed on Saturday, the demand was fair throughout the week. The funds have remained no change since the last steamer left Consols for money closed at 93¾ to 93¾. Consols for account closed at 93¾ to 93¾.

POLITICAL INTELLIGENCE AFFAIRS IN ITALY

The complicated affairs in Italy are assuming a high tone of importance, and continue to attract much of the public attention on the continent.

The King of Sardinia has formally accepted the conditions of the annexation of Tuscany. The provisions of the treaty have met with his entire approval.

The French army was daily quitting Lombardy, and were proceeding to Savoy.

The Paris Constitutionnel says that this step has not been taken by Count Cavour to oppose any collusive treaty on Sardinia, but because the independence has been irrevocably assumed.

The troops of Sardinia stationed in Savoy have been ordered to cross the Rhine, on