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# The New Orleans Bee.

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## THE DAILY BEE.

OFFICIAL JOURNAL OF THE STATE GENERAL COUNCIL AND FIRST MUNICIPALITY COUNCIL

Wednesday Morning, April 7, 1852.

FOR PRESIDENT:
MILLARD FILLMORE
FOR VICE PRESIDENT:
JOHN J. CRITTENDEN
(subject to the nomination of the Whig National Convention.)

### CHARTER OF THE CITY OF NEW ORLEANS.

We have published in a pamphlet the several Acts of Consolidation, which constitute the Charter of New Orleans. They comprise the act to consolidate the three Municipalities; the supplemental act providing for the annexation of Lafayette, and another supplemental in relation to the mode of conducting elections, the powers of the Commissioners of the consolidated debt, &c. These acts are printed in large and legible type, with margin references to the various sections. The pamphlet may be procured at our office.

### REVISED STATUTES OF THE STATE.

At the earnest request of a number of leading citizens we have had a few copies of the new Digest of the Statutes of Louisiana, published and bound, and are prepared to dispose of them to those who may desire copies of this important work. As the edition is a small one the members of the bar, or others anxious to obtain the volume would do well to apply without delay.

☞ The Northern Mail came through yesterday, with latest dates.

### COMMODORE STOCKTON.

During the recent visit of Mr. WEBSTER to New Jersey, he was entertained by the Legislature of that State, on which occasion Commodore STOCKTON delivered a remarkable speech, which excites no little comment from the press and *Independents*' the Democracy considerably. The gallant Commodore is, as we all know, a Democratic Senator from New Jersey, and is in the line of aspirants for the Democratic nomination for the Presidency. Considering his Democracy and his pretensions, he certainly made the most wonderful exhibition of political frankness—some will call it *audacity*—that we ever beheld! In proof of this, let us call a few rich extracts from his speech.

First he complimented Mr. WEBSTER—a decidedly dangerous act, for it will be brought to account the Commodore should that illustrious statesman be selected as the Whig candidate for the succession.

Whenever I contemplate Mr Webster, my heart goes up in devout aspirations to heaven that it has endowed one of its species with such virtue and intellect. It is not simply for his manly form, that noble brow which seems placed there as a crown by the Almighty, but the virtue of the man. I have known him for thirty years. I have seen him sitting among the wise and good in the councils of the nation. I have sat as a boy and heard the words of wisdom falling from those lips, which I deemed inspired. And I say it before this assembly and before the world, that if there is a patriotic heart in any man, that heart is in the body of Daniel Webster. I have heard him at various times denounce the policy of this state, but I have never heard a word that might be construed against his country or her interests, or that could not emanate from a great and pure man. I have seen him in the Senate of the United States upon his shoulder, following my own, and whenever and wherever I have seen him he was the same great and pure man.

Very handsome and magnanimous, but very deficient in political tact. The Washington *Union*, and other papers of that kidney, don't like the Commodore's display of candor at all. That, however, might be excused, for for a Democrat to come out flat-footed in defence of a Protective Tariff, is an inexplicable political anomaly. We bar much that Com. STOCKTON is but a dead rock in the pit, after such an avowal of principle as the following:

The question of a protective tariff was always a stereotype measure in New Jersey. The first question on this subject was introduced by Mr. Clay. None will doubt that he was a democrat—a man of commerce and of worth—the model of the democracy in New Jersey. But now to utter that the party split. One side went off carrying the flaming banner with them, and so the thunder they had, and they would not let the matter be settled, and it became a party question.

At an annual expenditure of $20,000,000 a thing can be done, is this any thing more nonsense than to talk about the vacancies of free trade? Whence this amount, it would require a superintendent to count the cannon, and when it is known that this sum has been raised, it is folly to talk about free trade.

To admire WEBSTER is a grave offence in the eyes of Democracy. To support a Protective Tariff is heresy of the blackest dye. How can one store STOCKTON to atone for these sins? Such as more than we can divine. He must settle his account with the party, which will be apt to reckon with him to the uttermost farthing.

But the Commodore, while he was at it, could not permit his confessions to halt at the threshold, but made a clean breast of it! No man well imagine the surprise and chagrin of Locofocism when he uttered the sentiments recorded above, but it is difficult to conceive what must have been at horror, when the Speaker pulled the fiance of Democratic usage and precedent, and came out a dot for the "anathema maranatha" of the Supreme heads of the Church upon the unabated reverence for the Federal Constitution, the subjoined emphatic language:

There is not a single Democratic committeeman in one of the counties in the United States, that would not, if I should be brought up at the bar of Gaines, if I was brought up in the streets against Federalism. My father was a Federalist. I was one. He was the companion of Washington and of Hamilton and other great men of those times. He loved them when they lived. I loved their memory when dead, and it was a consolation to follow in the footsteps of such men wherever they led. If I had lived in those days I should have done as they did. A purer band of patriots and more honest men never lived. Peculiar Democrats should ever be found to utter a word that might be construed against his country or her interests, or that could not emanate from a great and pure man. I have seen him in the senate of the United States upon his shoulder, following my own steps, and whenever and wherever I have seen him he was the same great and pure man.

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### An American Steamer Fired into by Mexican Soldiers.

Just before the steamship *Yacht*, Captain Thompson, left the Brazos, he was informed by Captain Kennedy, of the steamer *Grampus*, that information had just been received from a reliable source, that the steamer *Comanche*, during her last trip up to Roma, had been fired into by a party of Mexicans on their side of the river, sometime about the 25th or 26th ultimo. The circumstances as near as could be learned, were as follows: The Comanche, Capt. King, left Brownsville, with about forty passengers, and a full freight, among the passengers were Gen. Carvajal, Judge Arrington, the Hon. Mr. Grinstead, and several other State officials, besides several ladies and merchants. After leaving Brownsville, the passengers on board observed that a party of Mexicans, believed to be soldiers, were following the boat along the bank of the river, Captain King avoided as much as possible going near the Mexican shore, and then only when he could not avoid it, nothing occurred until about the 25th or 26th when a party of Mexican women came down to the river, and hailed them, saying that some soldiers above were going to take the Steamer, at or near the point stated by them.

The steamer was fired into by a party concealed in the Chaparral, and out of five shots fired, three took effect upon the boat, not injuring any person, however, which was very fortunate, as nearly all the passengers were lounging about the decks, and among them the Ladies. It is supposed the shots were intended for Gen. Carvajal, it being known that he was going up.

These circumstances occurred in the vicinity of Rancho de la Cuevas, some twenty or fifty miles below Rio Grande City.

### TEXAS.

By the arrival of the steamship *Meteor*, we have received our files of Texas papers to the 3d inst., inclusive. We take from the Galveston *Journal* the subjoined particulars of the loss of the new steamship *Independence*:

The steamship Independence sailed from New Orleans on the morning of the 21st ult., with a full cargo, and arrived at Galveston on Tuesday morning, landing a large portion of her cargo, and on the morning of the 26th, reached Matagorda bar. In attempting to cross the bar about 7 o'clock, she struck, swung round, and became unmanageable. The sea was running very high, and the current setting in, drifted her on the north breakers. The boats were all lost, with the exception of one on deck. As a last resort, the cargo, or a great portion of it, was thrown overboard, but to no purpose; the effect being only to lighten the vessel so that she drifted into yet shallower water, to with in 50 yards of the ship channel, and all entertained a hope at one time, that she would final ly work over. The engine was kept at work some 32 hours after striking the bar. The ship remained almost perfectly tight for about 27 hours, notwithstanding the severity of the sea not over-ran. The engine did not fail until the ship inclined and the water reached the furnaces. This was soon after 3 o'clock