The New-Orleans Bee.

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LEGAL ADVERTISING PAPER.—NEW-ORLEANS, THURSDAY MORNING, FEBRUARY 25, 1847.

MAGNE & WEISS, PROPRIETORS,
No. 61 Chartres street.

TERMS OF THE BEE:

DAILY PAPER, one year in advance, $12 00.
COURIER PAPER, semi-weekly, one year in advance, 10 00.
Half or three months subscription in proportion, but no subscription taken for less than one month, and no warning, before bills are rendered to discontinue.

ADVERTISING—One dollar for every TEN lines, for each language, on the first insertion and fifty cents for each subsequent one. No advertisement inserted for a less number of lines than ten each language.

Advertisements not specified as to the time will be published till forbid, and charged accordingly.

Advertisements classified at intervals will be charged one dollar for every TEN lines, for each language and for each insertion.

☞ The privilege of Annual Advertisers is limited to advertisements strictly within the line of their business.

MAGNE & WEISS.

JOHN O. WOODRUFF & CO.
No. 60 Camp street,
GENERAL COMMISSION MERCHANTS and agents for the Louisville and New York mail packets.

CHARLES A. BARKER,
DEALER IN
French, British and American DRY GOODS,
No. 51 CAMP STREET,
NEW-ORLEANS.
DIRECT IMPORTATION FROM FRENCH HOUSES.

WILLIAM DAVIDSON & CO.
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Importer of Wines and Liquors,
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W. T. BURGESS, Commission Merchant,
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Commission Merchants,
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S. [illegible]

DUFOURNEAUX & Co. Wholesale Commission Merchants,
No. 5 Camp street.

MAURIAN & LAVERGNE,
Commission Merchants,
No. 9 Camp street.

J. B. SALLE, [illegible]

CHOUTEAU & BUSHNELL, Commission Merchants,
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Genuine Lucifer Matches

E. GUILLEMAIN, Agent
No. 7 Camp street.

CANDELL, Jeweller
No. 7 Camp street.

[illegible]

Old Acts of the Legislature,
1845
1846
1847
FOR SALE BY
JOHN A. CAMPBELL & CO.
No. 5 Camp street.

FIRE INSURANCE.
[illegible]

MESSRS. DOUBLEDAY,
[illegible]

P. H. DE GOURNAY, Collector,
[illegible]

Mexican Gulf Rail-Road.
[illegible]

NOTICE TO THE PUBLIC.
HAVING [illegible]

Notice to Stockholders.
[illegible]

Rich Barages.
[illegible]

Southern Daguerreotype Portrait Gallery and Furnishing Establishment.
[illegible]

CITIZENS and STRANGERS are invited to visit the NEW AND IMPROVED DAGUERREOTYPE GALLERY, fitted up with every convenience for the production of splendid likenesses, which will be executed by the most skilful artists, and warranted to please. The subscriber has been selected from among a number of competitors, as the most suitable person to take charge of the Daguerreotype Department of the Southern Portrait Gallery, and he will spare no pains to render satisfaction to all who may favor him with a call. Miniatures set in Lockets, Breastpins, Rings, &c. Also, Cases, Plates, Chemicals, and every other article at the same reduced rates.
[illegible]

Franklin Daguerrian Rooms.
No. 111 Chartres and 77 Canal streets, next to Chartres and Verandah hotels, N. Orleans. Portraits taken in any weather, without regard to time, and put in a neat morocco case for $1 and upwards. Perfect likenesses and satisfaction given or no charge. The public are respectfully invited to call and examine specimens. Instructions, apparatus and materials furnished. 1-25-1m

TO RENT—Together or separately—The House between Julia and St. Joseph sts. formerly occupied by Messrs. Slade & Co. Coffin, and Levy & Co. in the rear, spacious and convenient smoke house, besides a large yard with stables, &c. &c. Possession given immediately. Apply to
EDW SHIFF, 70 Canal street,

The New-Orleans Daily Bee.

Thursday Morning, Feb'y 25, 1847.

EXPANSION.—In the leading article, yesterday, the views made us say that a reporter was expelled from the House of Representatives for *vilely* expatiating on Mr. Sawyer's sausage-cutting propensities. For "*vilely*," the reader will please substitute "*riotously*."

We learn by private letters that considerable surprise was manifested at Washington on the passage of the Wilmot proviso. The letter writers from the capital, and more particularly the caterers for the Locofoco press, had predicted its defeat with the utmost confidence. The latter put themselves to the pains of triumphant eulogy and abuse in the most unmeasured terms. It appeared, according to the varied editions of these learned scribes, that the northern Democracy had become monumentally united with the sublimest patriotism and sternest spirit of heroic self-sacrifice, and were resolved to free themselves from all imputation of favoring abolition, and prove themselves the "natural allies of the South." But when the hour of trial came, nearly all these boasted patriots trusted their pledges and clung tenaciously to northern prejudice and northern hatred. Some half a dozen alone stood firm while the rest abandoned the South, after tacking her for an indefinite period with flattering promises.

This paroxysm has been wrongly explained in some of the city papers. It does not restrict slavery within the line of the Missouri compromise, but prohibits the extension of that institution to any territory whatever which may hereafter be acquired by the United States. The vote on the adoption was almost entirely sectional. Of the Southern members not one sustained the proviso, unless we except Mr. Houston of Delaware, and he can scarcely be termed a representative of a Southern State. The following is an analysis of the vote on the question:

	Dem	Whigs	Total
For the Proviso,	79	60	139
Against it,	82	24	106
Not voting,	5	1	6
Vacant, New Hampshire,	1		1
	167	85	252

The six New England States went unanimously for the proviso. Of the middle States New York gave one vote against it, and Pennsylvania two. Of the slave-holding States Delaware voted the vote was unanimously in the negative. The Western States were divided. Illinois gave 2 votes for and 3 against. Indiana 2 for and 3 against. Michigan 2 for and 1 against. Missouri 1 for and one against. Ohio 9 for and 12 against.

The above vote of these votes establishes very clearly the fact that the question is entirely sectional, not party. True, there are several New Democrats from slave States who supported the proviso—just a corporal's guard—barely enough to show that a Southern Administration can command a few Northern and Western votes. With these exceptions the South stood on our platform and the rest of the Union on another.

What will come of this pertinacious interference with the slavery question, this systematic course of agitation, time will tell. Certain it is that the Missouri compromise bore on its face the evidence of a spirit of conciliation well calculated to allay the excitement which the sentiments of Congress on the subject of territorial extension became hampered with obstacles that honest men who love their country and are attached to the integrity of the Union cannot but deplorately and dispassionately to weigh. We, for one, would rather that the limits of these United States should not expand one solitary inch than that the Union should be jeopardized by the introduction of this agitating question.

LAST QUINCY ADAMS.—A beautiful incident occurred in the House of Representatives on the 18th inst. While Mr Hunt from N. York, was addressing the Committee of the Whole in support of the Wilmot proviso, the venerable figure of Ex President Adams says the correspondent of *Intelligencer*, presented itself at the eastern door of the hall. All eyes were quickly attracted to the spot. Mr Hunt suspended his speech. Mr. Mosely of New York, and Mr Holmes of South Carolina conducted Mr Adams to his seat, temporarily occupied by Mr Andrew Johnson of Tennessee, who instantly resigned the right which he had to it under a new rule of the House, as he promised to do when he secured it. The Members of the House rose in their seats, and numbers of them approached Mr. Adams to congratulate him on his recovery and restoration to the hall.

Mr Adams, who seemed a good deal subdued by the reception, expressed his thanks, but in so low a voice that but little of what he said could be heard at any distance from that quarter of the hall. All that we could catch of these well known tones was, that Mr A was deeply sensible of the kindness of the House in thus honoring him, and, but for the feebleness of his voice, would have more fully expressed his gratitude to gentlemen of all parties for their kind congratulations. As it was he hoped they would excuse him.

Mr Hunt, in resuming, noticed the incident, and expressed his own deep-felt gratification at Mr. Adams's return to his wonted place.

☞ The New York *Express* contains a long statement in regard to the publication of Gen. Taylor's letter, from which it appears that Gen. Gaines gave the letter to his friend and medical adviser, Dr. Frances Bacon. Dr. B. with the consent of the General, made the selections from the letter and handed them to the *Express*. He therefore holds himself responsible for the error, if any was committed in presenting improper parts of the letter to the public. General Gaines, however, sanctions the publication, and remarks "That there is not in the published part a sentence or a word, written as the letter was on the 9th of November, 1846, the publication of which in the city of New York on the 22d of January, 1847, could, upon any known military principle, upon any possible contingency, contribute to do the U. S. service any injury, or Mexico any good. But for this obnoxious view of the subject, he adds, the letter would not have been confided to any friend for the publication of any part of it—even remotely questionable."

KENTUCKY U. S. SENATOR.—We inadvertently omitted yesterday to chronicle the election of the Hon. J. R. Underwood (W.) to the U. S. Senate, to succeed Mr. Mothehead, whose term expires the 4th March next.

DIXON H. LEWIS.—The Washington correspondent of The Charleston *Courier* says: "It is very doubtful whether Mr. Dixon H. Lewis will be able to attend to his Senatorial duties again at this Session at all. His health is in such a condition that he may linger for some time, or may die at any moment."

LIBERALITY.—Sixteen mercantile firms of N. York have subscribed each $500 for the relief of Ireland—making $3000. The sums collected otherwise for this purpose in the City of New York, amount to over $12,000. We presume that at least one hundred thousand dollars has been contributed throughout the United States; and yet, if it be true, as stated by the English papers, that it will require £15,000,000 ($75,000,000) to feed Ireland, what a drop in the bucket is the sum of a hundred thousand dollars!

☞ The correspondent of the Charleston *Courier* says: "The speech of Mr. Calhoun revised by himself, appeared to day in a pamphlet form, and I learn that it will have an immense circulation.

Mr. Wescott's speech, as prepared by him, appeared in the *Intelligencer* to-day. It has created much sensation in the ranks of the Democratic party.

☞ Our acknowledgments are due the officers of the steamboat Gen. Pike, for late Cincinnati papers.

New Orleans Chamber of Commerce.

MAGNETIC TELEGRAPH.

At a meeting of the Chamber, held on the 23d Feb'y, 1847, Mr. Hooper, on the part of the Committee appointed on the subject of the Magnetic Telegraph between New Orleans and the North, make the following report:

The Committee to whom was referred the subject of the Magnetic Telegraph, and the communications made by Mr. Lloyd, the agent for establishing a line between Petersburgh and New Orleans, connecting with the Northern line to Boston, beg leave to

REPORT

That they have given due consideration to the subject of the propositions for the formation of this company, submitted by Mr. Lloyd. The Committee presume it is unnecessary to show the importance and advantage that would be derived from this mode of rapid communication with all the atlantic cities, and through them with Europe—indeed the absolute necessity for such a communication must be apparent to all, for the immense and increasing commerce of New Orleans, already exceeding more than 100,000,000 of dollars annually, would be subject to great and numerous disadvantages, if it was deprived of the Magnetic Telegraph, whilst all her sister commercial cities had the benefit of it.

The committee have no doubt that the line would give a large remunerating profit to the stockholders, and in which opinion they are supported by the actual results on the lines already in operation at the north.

Arrangements have been made, and are now in progress of execution, for the line from Washington to Petersburg, and the present subscription is intended for the continuance of it from Petersburg to New Orleans—for which, it is proposed to create a number of stock, of which one half will be for the patentees, and the other half to be subscribed by individuals of this latter half, $80,000 have been taken, principally at Charleston and Savannah, leaving $120,000 to be subscribed in New Orleans. The route of the line will include Charleston, Savannah, Augusta Montgomery and Mobile.

The progress that has been submitted to the committee, makes Texas liable, it would seem, for the expenses of the two ends of the line, viz:

Expenses	New Orleans	Texas
Three Operators at $1 per day,	$ 900 00	$ 900 00
Three Receiving Clerks at $1 do.	1,000 00	1,000 00
Three Battery Keeper	1,200 00	1,200 00
One Battery Keeper	400 00	400 00
Two Messengers included in $1000		
One Watchman for every 60 miles, say 90 at $400 per annum	15,000 00	
And for use of and keep of Wire posts estimated at $30 per M	45,000 00	45,000 00
Contingent expenses per annum	$63,500 00	$48,500 00

The same prospectus estimates the receipts at $1100 per day, and for 12 months, of 26 working days each, $343,200—this was on the principle of 250 communications per day at $4 each which allows one communication every 180 minutes. As each word of every communication is paid for, they will naturally be condensed, and as short as possible. Subsequent practice, however has shown that they can be transmitted at a much more rapid rate than that on which the present estimate has been founded, which will, in some degree, counteract for what the Committee consider an error, in calculating on the constant and full employment of the Telegraph for the whole 24 hours of every business throughout the year.

It will be seen that in these estimates no provision for repairs has been made for the intermediate stations, but it will not be observed that these items form no estimate for the repairs on the way lines, which, it is presumed will of course much reduce the cost of the expenses. The way line, for instance, between New Orleans and Mobile will probably be as profitable as 300 other persons, and the receipts for the communications between these two cities, will cause no additional expense, except at Mobile, to attend the way wire there, as the expenses remain the same at New Orleans, and include the whole management, for the through and way wire. The same rule will apply to the way stations at Montgomery, Augusta, Charleston, Savannah, Petersburg, etc., and this way wire, it is calculated, will thus add very considerably to the nett income of the line.

The committee are not altogether convinced of the adequacy of the estimated amount for repairs and contingencies, and they think the gross amount of receipts are overestimated, but the former can be increased, and the estimate of the latter greatly reduced, and still leave a very large return upon the outlay—the estimate is also made for two wires only, which the committee believe would very shortly be entirely inadequate for the business of the line, in which case any additional number of wires can be put up at a cost of $50 per mile, which will an operator for each wire, would be the whole additional expense—and there is no doubt that with the additional wires, the gross receipts would very soon be fully equal to the present estimate.

The committee have no doubt that the commercial transactions between New Orleans and the North can well afford to bear the large annual charge for telegraphic communications, even to the full amount of the above estimate, particularly when it is recollected that under the establishment of the express mail of 1845, the amount of postages by it, between this city and New York alone, was $185,233 for that year, though it was one of great pecuniary pressure and revulsion in business, and when, besides, the commerce of the city was little, if anything, more than one half what it now is.

It appears that wherever these lines have been established, they have already distanced the Post Office revenue on the mail, the immense commerce of this city and the constant large transactions connected with the North and Europe, could all be conducted through this medium, it will occur at once to every practical business man, that such necessarily must be the case, as any one who attempted to carry on such operations through the mail, would work to such disadvantage as would oblige him to abandon it—and the mail would cease to be used for orders or advices, but merely as a vehicle for transmission of mercantile documentary vouchers—telegraphic letters are at present daily received in the city, even under the very partial operation of the system in a house in Boston or New York send their communication to their correspondent in this city, by the telegraph to Washington, and the agent reduces it to writing, seals and forwards it, and places it in the mail for New Orleans—so when there is a line brought into hence to Boston, each mercantile house in New Orleans, when the steamer is sailing for Europe, will advise their European correspondent, by the telegraph to Boston, where their letters will be placed on paper and forwarded on the steamer's mail bags, thus giving the advices from this city up to the very day, or even hour of the actual departure of the packet from Boston—in like manner the European houses will send their communications to Boston, for the purpose of being transmitted by telegraph to New Orleans, and will thus frequently advise or order purchases in New Orleans in twelve or thirteen days from Liverpool, and when as well no doubt be the case in a few years, the electric lines are extended all over Europe, it will only require the above line to receive advices in New Orleans from St. Petersburg of the Levant, and eventually from India.

Nor need these communications involve any publicity either of the sentiments of the parties, even to the actual operator of the telegraph which can be readily avoided, by the use of fictitious names for articles or persons, or the adoption of a simple cypher, which by a mere change or transposition of the letters of the alphabet which would only be known by the parties themselves. And in addition to other security, the operators and clerks of the telegraph, are all placed under the obligations of an oath of secrecy, etc.

The number of such communications would be very great even under the present limited system of European steam packets, but when the three lines of steamers will be in operation in a few months, and perhaps several more, within eighteen months or two years, all of which will give a corresponding increase to the business of the telegraph—numerous, however, as would be the communications of the above kind, they would be and between so, for the general and multifarious business between the two cities, every point not only of the Atlantic ports, but also of the West, for the line is already already completed between Philadelphia and Pittsburg, and is about to be extended to Cincinnati and Louisville, which would enable our mercantile community, to communicate with these points as rapidly, and as surely as with Washington or Baltimore, even admitting a line was not established from hence direct, to the West.

Independent of the vast business arising from mercantile transactions, there would be constant and numerous communications of every description and species of private and family concerns—messages of all kinds—deaths, and illness of friends, wants and desires of individuals, friendly communications, all of which, as is fully proved by the operations of the lines at the North, would occupy much of the time, independent of the more important commercial and financial transactions.

The committee will now state the terms in which the present subscription is proposed to be made and the time established. The Patentees, in the first place, claim for the use of the patent, one half of the stock—or, in other words, the subscription is to be made and paid up to the extent of $200,000, with which money the line is to be built and put in operation, and the Patentees then are to have an equal amount of stock issued to them, and to participate equally in the net profits. These Patentees have accordingly entered into an agreement with Mr. John J. Haley, who binds himself to procure subscriptions to the needful amount for completing said line, at the rate of one hundred and fifty dollars per mile, for single wire, or two hundred dollars for two wires, and fifty dollars for each additional wire that may be required, including all the batteries registers, fixtures, etc., and the said parties have made articles of association, under which the affairs of said company are to be conducted, the said Haley agreeing and contracting, to put up and complete the said line at the above rates. These articles of association present to the committee some difficulties, as to the mode in which they are to be carried into practical effect, and particularly when it is recollected, that the line will pass through so many States, and the subscriptions made in different cities, all of which will naturally expect some influence in the management. The Committee, however, have full confidence that the needful arrangements can be made in a manner perfectly satisfactory to all parties.

They consider that the line will not only be advisable and advantageous, but absolutely necessary, for the reasons that have already been stated, as well as other strong and obvious ones. There is also not the shadow of doubt, that it will be established by somebody or company, within the ensuing twelve months, and it is unnecessary to point out the importance of having it done by our citizens, and retained under their control, rather than by strangers, and those having no immediate interest in the trade and commerce of the city.

The Committee would therefore recommend the subscription, in any way that they may think most advisable. Should bond there and and influence to assist in obtaining its prompt completion, and if the subscriptions are at once put in operation the line can readily be put in operation previous to the next business season.

The Committee, under the circumstances of the case, and with a view of doing away with any doubt or objections on the mind of our citizens, as to the plan or the difficulty of carrying it into effect, would suggest, that the subscriptions should in the first place, be made conditionally, subject to a satisfactory arrangement of all the points connected with the business, and that the subscribers to the stock should select three of their own number, as Trustees, with power to make all the needful arrangements with the Patentees, among which, it should be stipulated, that the stockholders in New Orleans, shall always have the selection and appointment of the Agents and Superintendents in that city, and that the money subscribed here, should be applied to the completion of the line, beginning at New Orleans and progressing to the other end of the line—the Committee presume, there will be no difficulty in obtaining the consent of all the other parties to these two stipulations, for where such important interests as the commerce of this city presents, there can be as it would be under the operation of a Magnetic Telegraph, it would be but right and proper the parties most deeply interested, should have the controlling power in the appointment of the Agents to manage the concern, and to be able to select those whose ability and integrity would command the confidence of the community, instead of having them selected by others, who are non residents, and not specially interested in the city, nor the prosperity—under present however, of these two points there are others of minor importance, that might be so arranged before the subscription is made definite, as to insure a successful and harmonious completion of the work.

The committee earnestly recommend a speedy action in order to secure the needful amount of subscriptions and the completion of the work at the earliest possible period. It being necessary to do so, as other lines are rapidly hurrying on to the West, and will be constantly extending, whose the present route will be completed on to Charleston, Savannah, leaving New Orleans, surrounded by every sea of magnetic wires, without any connexion therewith, for a long, long time, to all the disadvantages and contempt which such a state of things would naturally engender in the public mind, and which would be extremely detrimental to our commercial excitement and the nation of the present.

In a new undertaking of this kind various difficulties will occur to the mind which might be thought insurmountable, were it not for the opinion, that the energy and *vim* of the *obligations* [illegible]

[illegible]

City Intelligence.

RETURN HOME.—The [illegible] collected in the different Municipalities, and in the town of Lake Borgne, amounts to seventy-six hundred and [illegible] Were we assisted by the Marshal in the assessment we should be able to give the exact figures, but as we are not, we are compelled to [illegible]

[illegible]

[illegible]

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