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The New Orleans Bee.

NEW ORLEANS, THURSDAY MORNING, JANUARY 26, 1854.

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☞ Advertisements inserted at intervals will be charged one dollar for every TEN lines for each insertion, in advance.

☞ The privilege of Annual Advertisements is confined strictly within the limit of the business, and in extent to no more than every other one.

SUPPLEMENT.

(From the Portsmouth (Va.) Globe.

HIGHLY AGGRAVATED AFFAIR.

Abolition Outrages—Inefficiency of the Laws—The Higher Law of Rogues—Abolition Martyrs—Insults and Defiance to Southrons.

A short time ago several gentlemen of Portsmouth lost a number of negroes, who were secreted aboard a ship leaving this port, and fitted out was the surmise at the time, and subsequent events proved the surmise to be correct. Some of the parties, through the telegraph, got an intimation of their negroes being in Massachusetts.

Our townsman and friend, Major Holsden, with several others, went to Boston in pursuit of their property, when the following was the reception and success they met with, and we ask the attention of every Southerner seriously to it:

Arriving at Boston, they went first and engaged a lawyer, S. J. Thomas, as counsel during the trial.

The U.S. Marshal, Freeman, was seen, who appeared anxious to give them all the assistance his official prerogative justified. To keep down all suspicion of what was on hand—the negroes being understood to be in New Hedford—the Marshal sent a letter by a constable to the deputy, Hasleway, at New Bedford, informing him of all the facts in the case, and requesting him to keep a look-out to make his plans for securing the fugitives, and to write him by every mail of the progress he made in the prosecution of his duty. This letter was received on Thursday, and by the mail Monday nothing had been received from the Deputy Marshal.

Then Mr. Holsden and two or three of his friends went up to that end of no city heaven and hell have a common rendezvous, New Bedford. Here they learned from the Deputy Marshal that he had ventured on the negroes, and told the street he found them upon board, and then they were gone. He would give them no further assistance, except to let them know where the ship's friends were at the moment at present—landed. Going there, the negroes were not to be found. Mr. H. and his friends used every precaution of secrecy and quietness possible, to keep down the object of their mission. They disguised themselves, went in different coaches and used every endeavor to assume the appearance of Northern men, even to an assumed accent, but all to no purpose. The fugitives had gone.

Returning to Boston in the evening train. This morning the constable came with two or three persons as assistants, but the fugitives had gone. Man hunting, and woman stealing, is considered rather more business in New England, and we imagine that all scoundrels who should attempt it here, would meet with a proper reception from the persons pursued.

This account of a gentleman's property treated when they go in search of their property. This is one of the many outrages our citizens have to submit to from the Abolitionists that make up that long catalogue of grievances which Itinerant orators on Virginia sell "thank God they were removed to, *here* (Virginia.

If a man is caught harboring a negro in Virginia, with the stain of secreting stolen property upon his fame and the guilt in his heart, he is punished with the utmost severity of the law. If a negro is caught harboring a white man or woman, protection and encouragement, digest not Virginia laws to the rights of her citizens. For the latter case, we would have hung by the neck at the rate of worth of the kind of property has this past part and when any portion of its owner after every obstacle is thrown in the way and the most active pursuit of the fugitives, "vacuum de coy and man hunters and wooden statues." The only Marshal defeated his trust by making the matter public, and thus giving the alarm to the owners; and we do not think the Marshal in Boston did it alone. He ought to have gone to New Bedford immediately he got the letter, and not waited for further comment at that time upon this abominable outrage. This single circumstance shows in a brief comment upon the character of the work of treason and hell which many of it refers to.

The Secrets of the Thunderer.

Mr. Max O'Rell writes a "Parisian sketch" in which he tells some highly interesting information concerning the management of the *Times*. We copy a few paragraphs:

"The care and the responsibility of conducting the business of the *Times* are lavished on the manager, Mr. M'M. This gentleman is not in the hands of several subordinates, exactly as in the case of the great colonial journals. He is the master of the situation, and has under his orders a number of clerks, each of whom has a separate department—the letters, the politics and foreign policy, or the literary and critical departments. They are all placed in an office on the most important points, and these are also subject to dependency of one another. Besides, they are effectively aided by the use of telegraph boxes for sending in their views and defending their opinions. Hence they very often quarrel, and their quarrels lead to frequent resignations every week. But the head is the head, and in those places where he manages there are no resignations. Mr. John Delane and Mr. George Wakley, each a third of the profits, are entitled to a share in the service by turns, but they do not consider themselves to separate the functions. It is said that, at the time he was in the right of the week, Mr. Delane does not leave the office, or the *Times* office, for a single moment, even to dine. He has his dinner brought to him, and he has his bed in a room adjoining the office. Mr. Wakley does the same. Hence, some of the paragraphs there enabled to walk every day and every hour, and to be ready to write on the spur of the moment. Hence, also, some of the paragraphs there enabled to walk every day and every hour, and to be ready to write on the spur of the moment. Hence, also, some of the paragraphs there enabled to walk every day and every hour, and to be ready to write on the spur of the moment.

"The leading articles writers have the programme of their articles sent to them respectively at their residences. Now but the editors know who these gentlemen are, and what their position in life is. They never meet, except on solemn occasions, come to the *Times* office. They have pledged their words to lay no claim to the authorship of their contributions, or to avow their connection with the *Times*. They have renounced all hopes of literary fame; whatever credit is due to their productions belongs to the *Times*, which monopolizes all the honor, and bears all the responsibility. Such an author has nothing but his pay; he has sold his work to the journal and with it, he has sold the right to change it, to alter expressions, to remodel parts of it, or to condemn the article altogether. The article is a piece of merchandise with which the purchaser may do what he likes. If the writer ceases to agree with the tendencies of the *Times*, he is always at liberty to break off the connection, but so long as the connection continues, he is compelled to submit the form of his articles to the critical verdict of the editors."

TERRIFIC RAILWAY ACCIDENT.—The Taft Vale Railway has a branch from Merthyr to Dowlais. More than a mile of this is on inclined plane, rising 600 feet in that distance. This is worked by a stationary engine. The officials on Wednesday neglected to attach the rope to the mid day passenger train before starting it. It consequently dashed down the incline with prodigious increasing velocity as it neared the bottom. The guard leapt off the break soon after the carriages commenced their descent, and was uninjured. None of the passengers, however, were enabled thus to escape, as they were all locked in the compartments, and their shrieks while passing along the bridges over the roads near the town were most appalling. The branch joins on to the main line at the bottom of the incline by a sharp curve. The train abandoned the rail at this spot, leapt clear up into the air a great height, the carriages separating into wheels, passengers, luggage, &c., and, striking with the force of the train, falling like a shower on the Taff river and on the opposite river bank. Some of the passengers there enabled to walk away with only slight injuries; others are severely bruised, and two have had their legs broken by the back beam, and the other a front one of the shaft, besides which they are frightfully lacerated and torn about in places.—*London paper.*

SHERIFF'S SALES.

Citizens' Bank of Louisiana vs. J. Larose.

FIFTH District Court of New Orleans.—No. 7216.—By virtue of a writ of seizure and sale to me directed by the Honorable Fifth District Court of New Orleans, in the above entitled cause, I will proceed to sell at public auction, in the Rotunda of the City Exchange, St. Louis street, between Chartres and Royal streets, on MONDAY, 30th February, 1854, at 12 o'clock, M.

1st—**A Lot of Ground**, situated in the Faubourg Treme of this city, in the square comprised within St. Ann, Marais, Treme and Bienville streets, designated by the No. 2, on a plan drawn by Journot, architect, on the 8th day of September, 1836, and annexed to an act passed before C. Pollock, Notary Public, on the 26th September, 1836, which lot measures, on the English measure, 31 feet 11 inches and 7 lines front on St. Ann street, by 97 feet 6 inches and 7 lines in depth, and 31 feet 11 inches and 7 lines on the rear line; together with all the buildings and improvements thereon, consisting in a one story brick house, and a one story brick kitchen.

With 39 shares of Stock of the Citizens' Bank of Louisiana of $100 each.

2d—**Another Lot of Ground** adjoining the preceding one, situated in the same square designated as No. 1, on the plan aforesaid; said lot forming the corner on the plan aforesaid; said lot forming the corner of St. Ann and Marais streets, and measuring, (English measure) 31 feet 11 inches and 7 lines front on St. Ann street, by 97 feet 4 inches and 7 lines in depth, and 31 feet 11 inches and 7 lines on the rear line, with all the buildings and improvements thereon, consisting in a one story brick house, and a one story brick kitchen.

With 50 shares of Stock of the Citizens' Bank of Louisiana of $100 each.

3d—**Another Lot of Ground** adjoining the preceding one, situated as aforesaid, designated as No. 3, on the plan aforesaid; said lot forming the corner of St. Ann and Marais streets, and measuring, (English measure) 31 feet 11 inches and 7 lines front on St. Ann street, by 97 feet 4 inches and 7 lines in depth, and 31 feet 11 inches and 7 lines on the rear line, with all the buildings and improvements thereon, consisting in a one story brick house, and a one story brick kitchen.

With 50 shares of Stock of the Citizens' Bank of Louisiana of $100 each.

4th—TWO LOTS OF GROUND, situate in the Faubourg Washington, Nos. 1 and 2, on the square No. 1, on a plan drawn by Fisher, City Surveyor, dated March, 1836, and annexed to an act passed before Amedee Broutin, notary, on the 29th of March aforesaid, Chasseur street, by 130 feet 1 inch and 2 lines in depth, and fronting on English street, the whole English measure, with the buildings and improvements thereon, consisting in a one story frame kitchen with 2 rooms and cabinets and built in the rear of the lot.

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