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The New Orleans Bee.

NEW ORLEANS, TUESDAY MORNING, MAY 31, 1853.

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RATES OF ADVERTISING.
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THE DAILY BEE.

Tuesday Morning, May 31, 1853.

THE NEW ORLEANS MAIL goes through yesterday with the latest dates.

THE MOBILE AND NEW ORLEANS RAILROAD.

In an article published some days ago, we gave a somewhat detailed account of the plans and purposes of the Pontchartrain Railroad Company; and stated the extreme probability of the immediate commencement and active prosecution of the work. We now accordingly come to hear that unexpected difficulties have arisen, which may possibly delay the commencement of operations some months for their adjustment.

It is no use pretending, understand, that the charter granted by the Legislature of Louisiana to this company, is applicable to its operations only as far as the State line. Beyond that limit the Legislature, as a matter of course, had no authority to grant a charter. It became, therefore, necessary for the Company to supplement its charter, by obtaining that of scope other Company incorporated by the Legislature of Alabama or Mississippi. Such organizations exist, and no obstacle was foreseen to the acquisition of this essential privilege—one absolutely indispensable to the extension of the work of the New Orleans Company beyond the borders of our own State. Without a charter enabling the Company to build a continuous line from the terminus of the Pontchartrain Railroad to the city of Mobile, it is quite evident that the undertaking would come to a dead halt, when once the Alabama line was reached. To assure the uninterrupted progress of the route, and to avoid an embarrassing delay, application has been made to parties holding charters for similar purposes, granted by the Legislatures of Mississippi and Alabama, for the requisite powers; but unfortunately the request has not been met in that cheerful and liberal spirit which should stimulate those who have a common object in view and a common end to achieve. Conditions have been annexed to the proposed grant which are entirely too onerous for acceptance. The Company here is consequently reduced to the alternative either of paying an exhortionate bonus to the parties holding the charter, or of postponing the enterprise for a few months. The latter course will probably be preferred, inasmuch as it merely involves a brief delay, annoying enough to the public spirited gentlemen who are connected with the project, but which will not in the slightest manner endanger or obstruct the ultimate completion of the road. Next winter, the Legislatures of Alabama and Mississippi will be in session when, we take it, no difficulty will be encountered in obtaining from these bodies the right of way. This once secured, and the Pontchartrain and Mobile Railroad Company will have a clear field before it, and will undoubtedly push the work forward with all the energy requisite.

We are a little surprised at the policy pursued by the parties in Alabama, since it is conceded that any benefit New Orleans may derive from the building of the road, must be shared by Mobile. Instead, therefore, of view ing us as a rival, and of evincing an indisposition to co-operate with us in a scheme of public improvement in which she is so deeply interested, our Mobile friends ought rather to regard us as an ally, and to unite heartily with the enterprising capitalists of New Orleans, who are endeavoring to bring her practically within a few hours distance of us. It is so manifest and demonstrable that Mobile must become a partaker in the advantages which will accrue to New Orleans from the contemplated route, that no argument would seem called for to establish so clear a proposition. Why the single item of increased travel—to say nothing of commercial transactions, the transportation of freight, &c., would annually add hundreds of thousands of dollars to the sums expended in Mobile by the population of New Orleans and other cities. We are really at a loss to imagine why any petty obstacles should be thrown in the way of the proposed route, when its construction can be followed by none other than the most beneficial results to both cities. We yet hope that a better and truer sense of interest will prevail with our Mobile neighbors, and impel them to withdraw an opposition alike disadvantageous and fruitless.

LEVIATHAN.

Among the items of news by the last steamer is an announcement that a contract has been made in England for the construction of a mammoth steamer of upwards of six hundred feet in length, and measuring 12,000 tons. We in America have been talking about such naval paragons for a long time, but while we did nothing but talk, John BULL has set to work to build one. The idea, however, originated in the New York *Tribune*, is not original with England. Mr. BURDEN of Troy, in New York, a man of wealth, and a mechanic of great ability, suggested some years ago the construction of a steamer 700 feet in length, and of corresponding depth and width, to run in the Atlantic. The idea was, if it is as practicable to construct a steamer which would go across the Atlantic with as little motion as our Brooklyn ferry steamers run to our sister city. He proposed that his steamer should draw seventy five feet of water, and her trip be an hundred feet above the water line. The maximum height of the waves of the ocean from the bottom of the sea trough to the crest of the wave is estimated not to exceed thirty-five feet; hence Mr. BURDEN concluded that a vessel of seventy five feet draught would always run on a nearly even keel. There are but few ports to which such a vessel could enter. On our coast, Newport of Mobile, and Galveston, are the only harbors which have the requisite depth of water, and the greatest facilities of a good harbor, with ease of access and abundance of water, and here Mr. BURDEN proposed to establish the head quarters of the ship. No steps were ever taken to carry out the majestic idea of our countryman, and it is now broached to the other side of the Atlantic, and measures are taken to carry it into realization. The proposed British ship is to be propelled by two sets of side wheels and a screw in the stern, having, we presume, three independent engines and sets of machinery.

If we are not mistaken, there is a firm in the city of New York, DAVIES, LAWTON & Co. which has some time since offered to build a steamer 500 feet in length. We remember some months ago, receiving quite a handsome engraving representing their proposed vessel. But the plan never came to a head—possibly for want of means. On our own Mississippi steamers a little double that size is not uncommon. In the *Eclipse* steamer the measurement. There is little doubt in the minds of practical and scientific men, that ocean steamers can be safely built on far more gigantic proportions than those of the largest that has yet crossed the broad Atlantic. If the experiment succeeds in England, we shall soon have in an abundance of mammoth steamers, conveying whole villages and small towns over from Ireland and Germany, to America. This is a great age we live in, and no mistake!

ELECTION OF DISTRICT ATTORNEYS.—In the East and West Felicians District, Daniel Martindale has been chosen District Attorney.

The election in the Lafourche District resulted in favor of Wm. Hall. The full vote has not yet been received.

In the Coteville and Pointe Coupee District, Mr Alexander Dupuy has received a majority. Pointe Coupee however, has not yet been heard from.

In St. James, Ascension and St. John the Baptist, Emile Legendre is elected.

LIFE OF QUEEN ELIZABETH.—Our thanks are due the publishers, Blanchard and Lea, through J. B. STEEL, No. 60 Camp street, for the "Memoirs of Elizabeth, Second Queen Regnant of England and Ireland." By Agnes Strickland. This is another and most valuable addition to the biographies of celebrated historical personages, by the accomplished author of the "Queens of Scotland. The work is distinguished by patient research, accuracy of detail, calmness and rectitude of judgement, and rigid impartiality. The style is uniformly elegant and dignified.

MR. PETIN'S ASCENSION.—We are requested to state that tickets of admission to the *Place d'Armes*, where Mr. PETIN is to make his grand experiment of aerial navigation, may now be obtained at the Square. All persons having tickets will be admitted in preference to others. The ascension will positively take place on Sunday next, 5th June—and probably at 19 o'clock.

THE TEA CULTURE IN SOUTH CAROLINA.—The *Greenville Patriot* says that since the death of Mr. Junius Smith, who made powerful efforts for the introduction of the culture of tea in South Carolina, his tea plantation "is on the road to ruin." It is to be regretted that the experiment should not have been persevered in until its practicability had been ultimately tested.

The Court of Appeals of New York have recently decided that bank notes payable at a day different from that on which they are dated, are to be treated as bills of exchange, and as such they are entitled to three days grace. To avoid protest on the day, they should be drawn with the words, "without grace, timeptance waived."

DRY GOODS SALE.—The elements of fashion is called to the sale of Dry Goods by auction THIS DAY, 31st May, 1853, at 10 o'clock, at H. Peyroux's Auction room, No. 52 Old Levee, between Conti and Bienville streets.

Dry Goods.—By order of the Assignee of Jacob Hyman, at 10 o'clock, at the Auction Store of the late Judge N. C. Cook, Dry Goods, Clothing, Boots and Shoes, Hats, Caps, Umbrellas, Trunks, Carpets, Mattrasses, Bedsteads, Tables, Chairs, Stoves, Crockery, Glassware, Cutlery, Jewelry, Watches, Guns, Pistols, Fishing Tackle, Musical Instruments, Fancy Articles, Stationery, Books, Paper, Pens, Ink, Pocket Books, Wallets, Combs, Brushes, Perfumery, Soap, Tobacco, Segars, Cigar Cases, Pipes, Fancy Articles