THE DAILY BEE, PUBLISHED BY
C. P. WEBBER & CO.
Editors and Proprietors,
C. P. WEBBER,
E. DUVERGES, N. BOSQUE.

DAILY PAPER, (one year in advance) $12 00
COUNTRY PAPER, semi-weekly, (one year in advance) 10 00
In all cases, subscribers must give the post office to which they desire their paper sent, and in writing, before they can be allowed to discontinue.

The New Orleans Bee.

RATES OF ADVERTISING.

One Dollar for every TEN lines, in each language on the first insertion, and HALF that price for each subsequent one. No advertisement inserted for less than one dollar in each language.

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

☞ The privileges of Annual Advertisers is limited to advertisements strictly within the line of their business, and in extent to one square every other day.

NEW ORLEANS, WEDNESDAY MORNING, MAY 17, 1854.

No. 4296 Vol. XI—NEW SERIES
Vol. XXVIII—Whole No. 7437.

THE DAILY BEE.

Wednesday Morning, May 17, 1854.

☞ For STEAMBOAT DEPARTURES see FRENCH SIDE.

THE NORTHERN MAIL failed yesterday from beyond Charleston. This is the first mail failure for nearly a month.

THE NEBRASKA BILL.

There appears to exist a tolerably fair prospect of the passage of the Nebraska bill. A all events, the indications derived from the several votes taken by the House, first, on motions to lay aside other bills which had precedence of the measure, and next, on the direct proposition to take up the bill are exceedingly favorable. To be sure it does not follow that all who voted to bring the bill before the House will give it their sanction on the question of its final passage, but nevertheless the vote is regarded as a decisive test of the sentiment of the Representatives. We believe that the opponents of the bill who cherish the hope of defeating it, by securing a sufficient number of votes from those who were in favor of taking it up for action, are destined to disappointment. It seems to us more than probable that the administration has ascertained the precise strength of the friends of the bill, and is satisfied that it can be pushed through the House. The tone of the Government organ at Washington, is unusually jubilant and exulting, and gives plausibility to this inference. The bill will, however, scarcely pass the House in the shape in which it came from the Senate. There are good grounds for believing that the Clayton amendment, which reconciles many conservatives to the repeal of the Missouri Compromise, will be stricken out, and the Badger amendment will probably share the same fate. If stripped of these clauses the bill should prevail in the House, there can be no doubt whatever that the Senate will repass it, as in that body the majority in its favor is large enough to quiet all apprehension of a failure.

Our own opinion touching the practical value of the Abrogation of the Missouri Compromise line have been more than once frankly expressed. As an abstract proposition it is well enough; as a measure of practical utility it is absolutely worthless. Nebraska and Kansas will never become slaveholding territories. They are situated too far North to render the introduction of slave labor feasible or profitable. Moreover, they will be filled up almost exclusively by an Eastern population which will far outnumber the emigrants from the South, and will indubitably exclude slavery from those territories. It follows therefore, that whether the Missouri Compromise be repealed or retained, slavery will never extend itself in to Nebraska and Kansas.

But this is not the only aspect of the case.—Although there neither has been, nor will be any excitement in the South in reference to this measure, the efforts of fire-eaters and demagogues to the contrary notwithstanding, it is far otherwise at the North. There we encounter an opposition to the repeal of the Missouri Compromise, wide spread, tenacious and unyielding. We do not allude to the abolitionists—that wretched horde of fools and fanatics are ever ready to shriek forth their indications upon the South, and to stir the flames of sectional discord, whenever by any possible contingency, the slave holding portion of the confederacy is likely to be benefited by the adoption of any measure before Congress. We speak of the more sober and conservative elements of the northern public — of National Whigs and National Democrats—men who have hitherto stood up nobly in defence of the constitutional rights of the South—who are now sincerely believe that the bill of Senator Dodglass is a palpable and dishonorable violation of a compact of which good faith, justice and the acquiescence of both sections for many years, alike demanded the maintenance. From these sources, a steady and unflinching hostility has sprung up—a hostility which we deeply regret to witness—that is far more dangerous to the harmony and stability of the Union than all the maddening clamor of the abolition faction, and that has already engendered coolness and ill feeling between those who erewhile were banded together in fraternal concord. Rather than abandon the ground which it has taken, the question involving a political abstraction—rather than break up the existing organization of parties to separate them by sectional lines, all hazard the distinctive principles which united Democrats or Whigs without regard to section—rather than this, we would a thousand times prefer the indefinite postponement of the Nebraska bill. Yet this is the complexion to which we fear to see the North and South driven, should the bill pass

BLUE SPRINGS, ALABAMA.—We invite attention to the advertisement in another column setting forth the curative properties of these well known springs, together with an abstract of their analysis by Professor BRUMBY, and a certificate from a number of eminent physicians attesting their virtues. Messrs. CONNOR & WORTHY, the proprietors, have established a first class Hotel in the immediate vicinity of the Springs, and are now prepared to accommodate visitors in the most agreeable and comfortable manner.

PUBLIC SCHOOLS—THIRD DISTRICT.—It will be seen by our advertisement column, that the annual examinations of the Public Schools of the Third District will commence on Monday the 22d instant, and be continued on the 23d, 24th, 25th, 26th, 29th, 30th, 31st May, and 1st, 2d and 3d June. The examinations will take place between the hours of 10 A. M. and 3 P. M., and the public are respectfully invited to attend. The two last days will be devoted to the examination of the High Schools of the District.

MEDICAL NEWS AND HOSPITAL GAZETTE.—We are indebted to the editor for the last number of this valuable periodical.

DR. SOTO DISCOVERING THE MISSISSIPPI.—The amateurs of fine paintings must not forget that this superb picture opens for public exhibition to day at Armory Hall.

HISTORY OF SPAIN BY LAFUENTE.—Subscribers to this interesting work, will find an advertisement in our columns from the Agent in this city. The 12th volume has been received, and from what we notice, it is one of the most interesting and contains very valuable information concerning the position of Spain in the middle ages

☞ The attention of shippers is called to the sale at sea on THIS DAY, at R. B. Sykes, auction room, of the splendid new steamship Magnolia, Jersey Windsor Gaage, sale will commence at 10½ o'clock.

TRIBUNALS OF COMMERCE.—The executive committee for promoting the establishment of tribunals of commerce in England have just presented a report to their president, Lord Beaumont, and to the general committee, detailing the position of the movement, citing cases and authorities in its support, and recommending a system of voluntary arbitration. The cases, says the Baltimore *American*, has received the sanction of eminent judges and distinguished politicians, of practising barristers and attorneys, and of several British chambers of commerce. In Paris, Belgium, Rhenish Prussia, Denmark, Spain, and even in Turkey, tribunals of commerce are established, at which disputes are adjusted at a fraction of the expenditure of time and money. In view of the advantages derived from the system, it may be regarded as surprising that its introduction into Great Britain has not yet been accomplished. Lord Brougham has stated in the House of Lords, in reference to tribunals of commerce, that "the admirable working of the system it was impossible to describe in any language beyond its merits;" and Mr. John McGregor, *M. P.*, after a tour on looking over the report of the tribunal of commerce for the department of the Seine, which sat in Paris, he found that it disposed of more cases in one day than all the civil tribunals of France sat down in one month. The committee conclude their report by recommending that the working machinery of the association be more entirely and effectively organized, so as to operate extensively on public opinion

Gold Discovered at Cape of Good Hope.

Late news from the Cape of Good Hope, announce the discovery of rich gold deposits in that heretofore little thought of quarter of the world. The accounts are summed up by the N. Y. Tribune.

"It is announced that gold in a pure state or largely diffused in the copper veins and quartz rocks has been found at several points in the same localities in the district of Caledon, between Saldanha Bay and the Orange River. The Capetown journals are greatly elated at the discovery. They anticipate a sudden influx of population, with a proportionate increase to agricultural industry and the consequent rise in the value of land. If the copper and gold fields of the Cape should prove equally abundant with the mines of California and Australia, they look for the speedy advent of the "good time coming" to South Africa. The superiority of its geographical position, and the unbounded resources of its soil and climate, they believe, will at once place the country in the front rank of the infant States which are now springing up to adorn the earth. The news, however, does not appear to have disturbed the public tranquility in England to any considerable extent, and for ourselves we shall postpone all sanguine hopes of an Ethiopian millennium until after arother arrival."

☞ A valuable work has recently been added to the library of Congress—a complete file of the London Gazette from 1656 to the present time. This is the only complete file in existence. The Royal Library of Great Britain, made several ineffectual attempts to obtain the work, but the prize was borne off by Brother Jonathan. The Gazette has been for 200 years the official journal of the British government, and in it are published all civil, military and naval appointments; resignations, deaths and dismissals—all bankruptcies, proclamations and ordinances and despatches from military and naval officers in command on foreign stations.

THE WASHINGTON MONUMENT.

It is a bitter reproach to the apathy of the American people, and the criminal indifference of Congress, that this noble structure progresses so slowly. Within the last ten years the Washington monument has risen only to the height of one hundred and fifty-two feet. Last year, as we learn from the Washington *Globe*, but twenty-six feet were added to its height, and this year there will be added probably not more than thirty or thirty-five feet. At this rate, from ten to fifteen years more will be required to complete its erection.

The height of the obelisk, when finished, says the *Globe*, will be five hundred feet, and it will be fifty-five feet square at the base, and thirty-three feet square at the top. The wall is of the most substantial character, being fifteen feet in thickness at the base, and gradually decreasing to a thickness of four feet at the summit. At the present elevation, the thickness of the wall is about *twelve* feet three inches.

The monument will be lighted by gas from pipes attached to the winding iron staircase that will extend to the top. It is not as yet known what will be the crowning piece, but it will probably be a huge mass of glass, bearing upon it some patriotic device.

The number of stones contributed by the different States, associations, &c., up to the present time, is about one hundred and ninety, of which they are seventy in the obelisk. These are are arranged in a conspicuous and systematic manner, and will be visible to the visitor, who, as he ascends the staircase, can examine them at his leisure. All of the States, we believe, have now contributed blocks.

The stones, mortar, &c., are raise to their place by means of an engine below, and derricks above, the latter having attached to them bells which serve as signals to apprise the engineer of the safe arrival from *terra firma* of some important body essential to the progress of the work.

As an instance of the facility with which different articles are hoisted, we would mention that the Massachusetts block, weighing four tons, was lifted to a height of one hundred and four feet, swung round, and set in its place in five minutes from the time it left the ground.

Nothing can be easier than to secure by individual contribution an amount sufficient to render the completion of the Monument within a moderate time, a matter of entire certainty.—Only let it be understood that at every election in the United States, whether local or general, a box conspicuously labelled shall be placed at each precinct, and that every voter shall be directly solicited to furnish the sum of ten cents towards the building of the Monument—let this be invariably practised, and we will venture the assertion that from one to two hundred thousand dollars per annum will be collected, which will soon serve as a basis upon which the association may at all times rely. The people have manifested great willingness to carry this plan into effect. Wherever it has been tried the result has been most satisfactory. The cold and indecorous difficulty has been to establish it as a fixed rule. If, for example, the Mayor, Sheriff or whatever functionary is charged with the duty of announcing the times and places where elections are held, would simply state that boxes will be placed at the precincts for the reception of voluntary donations in aid of the Washington Monument, and would see that this is done, there is scarcely a voter in the Union who would grudge his mite. Let the experiment be made on a proper scale—not confined to two or three States, or to a single election, and we will guarantee its success.

KEY WEST.

Correspondence of the Mercury.

KEY WEST, May 8, 1854.

The American brig Amesbury, Gould, from Attakapas bound to New York, went ashore on the Tortugas on the night of the 30th ult. She was assisted off by the wreckers, and brought to this port repaired, and will sail again for New York. She was consigned to H. Benner.

The schooner Peedee, Captain Parker, from Havana, bound to New York, went ashore on American Reef on the night of the 2d ult. She was assisted off by two of the Key West boats and brought to this port on the 24th. The Peedee was dismasted previous to the accident. She has been repaired, and sailed on the 4th instant for New York. Salvage and expense $2200. The schooner was consigned to H. Benner.

The ship Saxony, reported in our list as being ashore on the Rock above Cape Florida, has been stripped of her materials and left a wreck upon the shore. A steam pump has, however, been sent on to get her off if possible.

The brig Lincoln, Captain Clark, from New Orleans, went ashore on the Dry Tortugas, and was got off by the wreckers assistance, on the 26th. She took a pilot and went directly to sea.

The sloop Alicia, Captain Loring, for Bristol, England, with a cargo of railroad iron, ran ashore on the American Shoal, near this city, on the night of the 26th, and was taken off by the pilot boats that had been on the lookout for this port the next day. The salvage awarded them is $1500. The vessel did not leave Key West until the 1st inst.

The bark Snow Drop, (Br.) from Havana, bound to Portsmouth, N. H., went ashore on the Northwest Reef of the Dry Tortugas on the night of the 28th, but got off in the next day, getting a kedge out astern. She took a pilot from the light house, and went to sea same day. Received little injury.

The bark Byron, Titus from New Orleans, bound to Baltimore, with a cargo of sugar, struck upon Pickles Reef the night of the 28th. By throwing over a portion of her cargo she got off on the 30th and went to sea. It is supposed she sailed for Havana. The wreckers saved a boat and a few spars in a damaged condition.

The brig May Flower, ——, from Matanzas