THE DAILY BEE,
BY
C. F. WEISSE & CO.,
OFFICE AND PROPRIETORS.
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E. DUVERGES, M. DUFOUR.
DAILY PAPER, (one year in advance) $12 00
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All letters, either business or news, must give our week's notice of stopping before they can be allowed to discontinue.

The New Orleans Bee.

OFFICE, 83 CHARTRES ST. NEW ORLEANS, THURSDAY MORNING, JUNE 4, 1857. VOL. XVII—NEW SERIES. VOL. XXX—WHOLE NO. 10,381.

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THE DAILY BEE.

THURSDAY MORNING, JUNE 4, 1857.

The Northern Mail failed yesterday from Baltimore.

GOVERNMENT FAVORS THE NORTH.

We were heard of the appointment of Mr. Brown as Postmaster-General, we remarked of the selection, knowing him to be a Northern man, and expecting from him that he would have regard to the interests and claims of the South which had been vainly sought for by the stupid and incompetent predecessor. Under the foreign mail transportation system almost exclusively committed to Northern vessels, sailing from Northern ports, while the South had scarcely obtained the smallest portion of federal favor or patronage. Under the administration of Mr. Brown this is to be hoped that the distribution made upon a basis of something like justice, and that enterprises having for their object the increase of the commercial facilities of important Southern marts will no longer be contemplated only or overlooked. The contemplation of such capable and excellent service as that of the *Southern States*, that the connection of European mail service with two New York houses amounted, for the last year, to the enormous sum of $1,000,000, while in the whole South the patronage amounted to $40,000 for the Charleston line, and probably the same for the mail service from New Orleans to Vera Cruz, via Tampico. The inequality and disproportion of this allowance is sufficiently appreciated when we state that the exports of the country last year, stated in round numbers—over three hundred exclusively the products of the South, and do not include breadstuffs which last year $28,000,000 were supplied from the South. While this is a general view of the value of Southern exports, the value of the New Orleans market will further show her high commercial position and urgent paramount claims. We quote the *States*:

"Louisiana exports more domestic produce than any other city in the Union. The New York are set down at the value of $57, but this includes coin, and other foreign articles, amounting to $10,000,000, which, deducted from the sum leaves a residue of $50,475,864—more than $5 millions less than the value of the produce exported from New Orleans, being $70,831,307. The exports from the latter city were, in round numbers, $40,000,000, even after allowing for the benefit of her cotton and sugar crops, and excluding the coin and bullion—some seven millions behind Boston sister.

"From the statistics in the Treasury report, that New Orleans is the first city in the country for the exportation of domestic produce, the second in point of aggregate commerce, (Boston exceeding second to New York) and the third in New York in aggregate imports (with France and Cuba her commercial ties are only less than New York) that with Spain her trade is stated to be but of any other city in the Union, but with all these figures which a knowledge of the resources of the country, and the necessities springing from the fact that New Orleans has no communication with Europe must suggest to every statesman, political economist, or merchant, there is something horrible in the ridiculous, when 10 does not make 12 dollars.

"We have quoted accounts for the fact by presuming either a want on the part of Southern men, or of broad statesmanlike views on the part of the government, or both together. The supposition is probably correct. Ignorant of the existence of a commercial supineness at the South which the total action of sea steamers and communication with European ports of this feeling is attributable. Ignorance of securing the government of the government. New York has completely monopolized the mail contracts for foreign service, and hence the energy and enterprise which have been constantly fostered by the reasonable encouragement in the shape of new lines of steamers and handsome bonus in the shape of carrying the mails. Here in New York projects have been viewed with distrust from precisely the opposite. Experience has taught us that the administration, and that enterprises having for their object the contemplation of such capable and excellent service as that of the *States*, that the connection of European mail service with two New York houses amounted, for the last year, to the enormous sum of $1,000,000, while in the whole South the patronage amounted to $40,000 for the Charleston line, and probably the same for the mail service from New Orleans to Vera Cruz, via Tampico. The inequality and disproportion of this allowance is sufficiently appreciated when we state that the exports of the country last year, stated in round numbers—over three hundred millions exclusively the products of the South, and do not include breadstuffs which last year $28,000,000 were supplied from the South. While this is a general view of the value of Southern exports, the value of the New Orleans market will further show her high commercial position and urgent paramount claims. We quote the *States*:

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