THE DAILY BEE.
C. P. WEBSTER & CO.
G. F. WEBSTER, S. HARST,
E. DUVERGER, H. DUPOUY.
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The New Orleans Bee.

Rates of Advertising
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Advertisements inserted at intervals [illegible] charged One Dollar for every TEN lines each insertion.
The privilege of Annual Advertisers is limited to advertisements strictly within the line of their business, and is confined to one square [illegible].
No subscription taken for less time than one year. No subscription to advertising will be stopped until all arrearages are paid, unless at the option of the proprietors.

OFFICE, 83 CHARTRES ST. NEW ORLEANS, WEDNESDAY MORNING, NOVEMBER 2, 1859. VOL. XVII—NEW SERIES. VOL. XXXII—WHOLE NO. 11,508.

THE DAILY BEE.

WEDNESDAY MORNING, NOV. 2.

PROGRESS OF THE OPELOUSAS RAILROAD.

In yesterday's paper we published an advertisement of the President of the Opelousas Railroad Company, offering for negotiation bonds to the value of $2,000,000, bearing eight per cent. interest, dated April 1st, 1859, and payable semi-annually in April and October. The *statements* embraced in the advertisement will probably be sufficient to enable those who are conversant with the subject to dispense with further explanations; but as there are many capitalists who have failed to pay much attention to the question of the progress of the road, a few observations may not be unacceptable.

The bonds offered for sale are guaranteed by a first mortgage on the grand division of the Opelousas Railroad, between its commencement at the town of Algiers and its terminus at Brashear, and includes, of course, not merely the road, but all the depots, wharves, machinery, &c. An instant's reflection will show that the security is ample and undoubted. The section mortgaged constitutes in itself a complete road, requiring no extension or further outlay. It is at this time regularly connected with the State of Texas by the tri-weekly line of steamships at Berwick's Bay, and its value far exceeds the sum proposed to be raised upon it. The bondholders will, therefore, be protected by a security more than adequate to cover the entire debt, and perfectly available at all times.

With respect to the punctual payment of the interest there can be no doubt whatever, as a contract has been made with the Louisiana State Bank for special monthly deposits, which are to be applied to the liquidation of the interest as it becomes due, the bank itself making the payments on presentation of the *coupons*. The redemption of the debt is equally provided for by means of a sinking fund to be created by deposits at the Louisiana State Bank, commencing in the year 1866. The sums periodically placed in the sinking fund will pay off, semi-annually, $42,000 of the bonds, and will thus ensure the gradual, regular and unfailing extinction of the entire debt at maturity. Surely nothing more certain and reliable in the way of security could possibly be demanded, while the liberal rate of interest, in the present plethoric state of the money market, should induce capitalists unhesitatingly to close with the proposition made by the Company.

The object held in view by the Company is the extension of the Opelousas Railroad to the town of Opelousas—a distance of eighty-five miles. Contracts for the work can now be made on very favorable terms, and it may be pushed rapidly to completion, in case the requisite funds are provided. When the road reaches Opelousas it will then extend a distance of 105 miles, traversing one of the most beautiful, fertile and wealthy portions of Louisiana, the entire agricultural produce of which will be transported to its natural market, New Orleans, by means of this road. From Opelousas to the Texas frontier is but 93 miles, through a region remarkably adapted for the construction of railroads at comparatively little cost. The Company will then become possessors of a grant of land embracing 608,000 acres, recently reported to the Governor as enuring to the road under the act of donation by Congress of June, 1856. We are assured that one half of the estimated prospective value of these lands will pay the entire cost of construction. The Opelousas Road will then have reached the Sabine—its proper terminus—will extend 258 miles and will be worth at least a million of dollars. As the grand vehicle of transportation for the entire trade of Eastern Texas, we may form some idea of the vast importance of the road, and of the extent of its business, and the amount of its revenue.

The first step, however, in this splendid and perfectly feasible enterprise is the construction of the second great division of the road, viz: from Brashear City to Opelousas. To effect this, the commerce of New Orleans, which is most deeply interested in the prosecution of the work, is appealed to in the confident expectation that it will co-operate promptly and efficiently. No donation is solicited; no favor is demanded. All that is asked is that the bonds of the Company, bearing a handsome interest, and fully protected, should be disposed of without impediment or delay.

The Legislature.

We perceive by yesterday's *Crescent* that the Americans have made complete nominations for the Legislature. Both parties have consequently full tickets in the field. The respective candidates are as follows:

AMERICANS.

Senate—E. A. Patterson, J. B. Laefe, E. Salomon.

First Representative District—W. B. Lindsay, J. Reggs, J. H. Musselman.

Second Representative District—W. R. Fish, F. A. Hartlette.

Third Representative District—H. J. Ranney, A. Kearney, J. A. Jacquess, J. J. Lane.

Fourth Representative District—Anatur Blache.

Fifth Representative District—J. McClelland, J. L. Lambithe.

Sixth Representative District—Louis Gassiere.

Seventh Representative District—R. L. Theard, T. O. Drouet.

Eighth Representative District—C. O. Le Blanc.

Ninth Representative District—J. Magnon.

Tenth Representative District—J. B. Phelps.

Eleventh Representative District—W. W. Lambertson.

Algiers—G. W. Lewis.

DEMOCRATS.

Senate—J. N. Lea, W. R. Miles, D. Augustin.

First Representative District—A. W. Smith, H. Edwards, J. M. Reid.

Second Representative District—S. Jamison, B. D. Trabue.

Third Representative District—J. McClickey, A. G. Wilson, E. C. Kelly, James Davern.

Fourth Representative District—W. E. Starke.

Fifth Representative District—R. J. Preaux, J. P. Montemat.

Sixth Representative District—H. St. Paul.

Seventh Representative District—E. Stacey, P. Lacoste.

Eighth Representative District—T. Harrison.

Ninth Representative District—R. Beauregard.

Tenth Representative District—W. G. Austin.

Eleventh Representative District—V. F. Cotton, H. Jackson.

Algiers—P. L. McGee.

HARPER FOR NOVEMBER.—We are indebted to EXRIEL, No. 7 Exchange Place, for the November number of Harper. It is one of the dest *yet issued*, and is very richly illustrated.

NEW BOOKS.—Our thanks are due to EXRIEL, No. 7 Exchange Place, for the following works, published by Dick & Fitzgerald:

The Corner Cupboard; or Facts for Every Body, embracing facts about things not generally known, things that ought to be known and things worth knowing—illustrated with over 1000 engravings. By the author of "Inquire Within." This is a most useful volume, and is a perfect encyclopedia in miniature. No one should be without a copy.

Parlor Theatricals; or Winters Evening's Entertainment—a pleasant and instructive little work containing acting proverbs, dramatic charades, drawing room pantomimes, musical burlesques, tableaux vivants, illustrated with engravings and diagrams. By the author of the Magician's Own Book.

ARRIVAL OF THE GALVESTON.—The United States steamer Galveston, Captain W. H. Hutchins, arrived yesterday morning from Havana, via Key West and other Florida ports.

Captain Hutchings informs us that he experienced very stormy weather in the Gulf.

At Key West a decree of the Admiralty in the case of the French ship Citre was rendered on the 21st by Judge Marvin, awarding the salvors $-000 for their services in getting the ship off, and bringing her into port. The Citroe was formerly a British ship, and was called the Windsor Castle. She will, it is supposed, be condemned. The ship Trenton, of Bath, from Havana, was chartered to take the cargo to France, but having two cases of yellow fever on board of her while lying at the wharf, was ordered into quarantine.

The steamer Scottish Chief had been seized for debt, and will soon be sold.

The schooner *Russell*, from San Juan del Norte, for New York, with a cargo of logwood, &c., put into Key West for stores—was leaking and compelled to discharge for repairs.

TEXAS ITEMS.—We have dates from Galveston to the 29th inst. The fever is gradually abating in that city. In Houston the deaths average three or four daily.

Sickness in Brazoria.—The *Telegraph* learns from a private letter that the yellow fever has made its appearance in Brazoria. A son of *B. J. Jones died* on Thursday of last week. Another young man, of Columbia, died in the same town on Thursday last, and another case is reported. It has created much excitement among the citizens, and it is feared it will be worse.

By Telegraph.

[TRANSMITTED TO THE NEW ORLEANS BEE.]

One Day Later from Europe!

NEW YORK, November 1.—The steamship Arago, which left Havre on the 18th, and touched at Southampton on Thursday, the 20th ult., has arrived at this port. Her advices have been mostly anticipated by the Nova Scotian at Quebec.

LIVERPOOL COTTON MARKET.

LIVERPOOL, October 19.—The sales of Cotton to-day amount to 8000 bales. The market closes steady at the quotations taken out by the Nova Scotian.

CONSOLS.

LONDON, October 19.—The funds have maintained the firmness of the early part of the week. Consols for money closed at 96½ to 96¾.

[No political news is reported by the Arago.]

Official Information from Mexico.

TEHUANTEPEC ROUTE TO BE REOPENED.

WASHINGTON, November 1.—Official information from Mexico, by the sloop of war Saratoga, to the 22d ult. has been received, to the effect that the Juarez Government is only waiting the return of Mr. McLane to renew treaty negotiations.

General Robles had requested an interview with Colonel Espio, who was in command of the Liberal forces a few leagues from Cordova, with 2,500 men and twelve batteries, intending to advance on Tehuacan.

Colonel Espio was confident of being able to take Tehuacan in a short time, when he would continue his march on Orizaba and Cordova.

Miramon's troops in the city of Mexico appeared to be acting entirely on the defensive.

Important correspondence between Marquez and Miramon had been intercepted, which shows that after the battle of Leon, (in which the priest party were victorious,) General Wolf wrote to Miramon for reinforcements; whereupon Gen. Marquez received orders from Miramon to send Gen. Wolf 1,500 men and two batteries. Marquez replied that he was utterly unable to comply, and threatened to resign, unless Miramon countermanded the order.

Arrangements are in progress for an early reopening of the Tehuantepec mail route.

Mr. McLane leaves on the 5th, by the steam sloop of war Brooklyn, direct for Vera Cruz.

It is believed Lerdo, the Mexican Minister of Finance, will be invited to return with our Minister.

TRIAL OF THE HARPER'S FERRY INSURGENTS.

CHARLESTOWN, VA., November 1.—The trial of Coppes, one of old Brown's confederates in the late outbreak, was commenced to day. Messrs. Griswold and Holt are retained as *counsel for Coppes*.

The jury in Brown's case rendered a verdict of guilty of treason, conspiracy and of murder in the first degree.

Mr. Chilton, one of Brown's counsel, to day moved an arrest of judgment on account of error in judgment and in the indictment. The exceptions will be argued to morrow.

BROWN TO BE RESPITED.

NEW YORK, November 1.—The New York *Herald* of this morning, says that Governor Wise will respite Brown for a time, and that he has granted a Massachusetts lady permission to attend upon and nurse Brown until his execution.

TERRIBLE RAILROAD ACCIDENT.

CHICAGO, November 1.—A sad accident occurred to-day on the Chicago and Northwestern Railroad.

A large party left Fond du Lac this morning on an excursion, and when near Watertown, Wisconsin, the train, crowded as it was with excursionists, ran off the track. Twenty killing eight and several wounding many others.

The killed and wounded all belonged to the Northwest.

EXECUTIVE APPOINTMENT.

WASHINGTON, November 1.—Capt. Franklin, of the Topographical Engineer Department, has been appointed Superintendent of the Capitol and Post-Office extension, in place of Capt. Meigs.

THE GREAT SOUTHERN MAIL CONTRACT.

WASHINGTON, November 1.—Six different bids have been received at the Post-Office Department to-day for the mail service between Portland, Me., and New Orleans.

Postmaster General Holt refuses to make more than one contract for the entire service.

THE AMERICAN LINE.

WASHINGTON, November 1.—The Magnetic Telegraph Company and the Washington and New Orleans Telegraph Company, known as the Southern Line, have to-day adopted the title of the Ame ican line, under which the consolidation entered into for the consolidation of the interest of all the telegraph lines in the country.

FURTHER BY THE CALIFORNIA OVERLAND MAIL.

ST. LOUIS, October 31.—The California overland mail has arrived here, bringing dates from San Francisco to the 19th. The news is of a trifling character. Business is very dull. The loss by fire by which one-half of the town of Auburn, Placer county, was destroyed, is estimated at $100,000. It is reported that two hundred hostile Indians were captured by the United States troops at the head waters of the Feather river.

RECEIPTS OF COTTON AT MEMPHIS.

MEMPHIS, November 1.—The receipts of Cotton in this city from the 1st of September up to the present date amount to 93,000 bales. The exports from the 1st of September amount to 56,000 bales, against 55,000 bales received during the same time last year. The stock of Cotton at this place am unts to 30,000 bales.

NEW ORLEANS MAILS FOR EUROPE.

NEW YORK, November 1.—The latest New Orleans mails for Europe will be closed to-morrow for Europe, per the steamer Fin.

NEW YORK MARKETS.

NEW YORK, November 1.—The Cotton market is firm, and has advanced on account of the reports of frost. Middling Orleans is quoted at 12c.

Sterling Exchange is in fair demand at 109 to 109½ for banker's bills, and 10 per cent. premium for fine commercial bills.

Actual business is doing to Liverpool freights.

Money easy at previous rates.

Wright's circular, which goes out by the steamer for Europe to-morrow, says that Cotton has advanced during the week 1c. The sales of the week amount to 9000 bales. Receipts 5000 bales. Exports 2500 bales. The stock of Cotton now held and coming forward amounts to 10,000 bales. The circular quotes Middling Orleans at 12c.

The better qualities of Tobacco are firm. The sales of Kentucky Tobacco on hand amounts to 9440 hhds.

The sales of Cotton to-day amount to 1,500 bales. Prices were weaker; Middling Uplands are quoted at 11½c.

Western Mess Pork has advanced 25c., and is quoted at $15 12½ to $15 25.

Sugar closed firm. Muscovado is quoted at 6¾ to 6¾c. The stock of Sugar at this port amounts to 117,000 boxes.

Coffee closed quiet. The stock at this port amounts to 83,000 sacks.

Flour closed active.

Molasses is quoted at 40c. The stock at this port amounts to 6,400 hhds. and bbls.

CINCINNATI MARKETS.

CINCINNATI, November 1.—The Flour market closed dull at $4 50 to $4 75.

Whisky closed dull. Sales to day from 20c. to 22½c.

Western Mess Pork closed firm. Holders demand an advance of 25c.

Lard closed quiet at 10½c.

RIVER INTELLIGENCE.

ST. LOUIS, November 1.—The Mississippi river at this point is stationary, with five feet of water in the channel from here to Cairo.

VICKSBURG, November 1.—The steamer John Raine passed down at 9 o'clock yesterday morning. The Belfast passed down at 3 this morning.

VICKSBURG, November 1.—The steamer D. S. Taylor passed down at 10 o'clock this morning, and the Natchez passed down at 10 o'clock this afternoon.

REMOVAL.—It will be seen by the notice elsewhere that Mr. F. BERNARD, portrait painter, has removed his studio to the corner of Carondelet and Canal streets, above the Crescent City Bank. Entrance on Carondelet street.

The attention of buyers is called to the extensive sale of rich carpetings, ribbons, dry goods, &c., to take place THIS DAY, at 10 o'clock, by Vincent & Co., at their auction rooms, No. 29 Carondelet street.

CREDIT SALE.—We call the attention of the trade to the sale of dry goods, merino shirts, &c., to take place THIS DAY, at 10 o'clock, A. M., at Roche & Lecompte's auction rooms, No. 77 Chartres street.

TRIAL OF SAM.—Washington has "suspended." It was stated some time since that he had invested $175,000 of the money he received for the bones of his great ancestor in corner lots in Chicago. The presumption was that he had paid over the cash for them; but it seemed that he gave his notes for them and they have gone to protest.

IMPROVED GAS REGULATOR.—A method has been devised of regulating the pressure of *gas in its transmission to gas burners*, by the introduction of a regulator in the main pipes through which the gas passes, by which a uniform and nearly uniform pressure is maintained at the burners, whatever may be the pressure from the source of supply. This regulator consists of a chamber filled with a fibrous material, so that the gas, in its passage, must pass through or amongst the fibres. This permeable fibrous body is prepared by taking layers of felt or other fibrous material, and making up a sufficient thickness according to the initial pressure of gas—the fibres being disposed transversely to the passage of the gas, and held together in a suitable manner, by means of perforated or other porous plates adapted to the purpose.

By means of suitable connections between the porous plates, the fibres are caused to be compressed more or less, according to the density of the body required, which will also be according to the initial pressure of the gas. The fibrous material being thus compelled to lie closely together, the pressure of the gas produces the effect. The greater the initial pressure becomes, the more the fibres are compressed together, rendering it more difficult for the gas to permeate. Thus, by the self-action of the gas on the regulator, the exit pressure is regulated and rendered uniform. In order to intercept the grosser impurities of the gas before passing through the regulator, a fine lease wool is placed between the ingress passage and the body of fibrous material.

A CARD.

The undersigned, members of the Bar of New Orleans, without distinction of party, deem it proper, in view of the approaching election, to bear witness before the public to the impartiality, energy and attention to business which have uniformly characterized the administration of the office of Sheriff of the Parish of Orleans by R. T. PARKER, Esq., the present incumbent; and they recommend him to the suffrages of their fellow-citizens, believing that with best interests of the community will be promoted by his re-election.

New Orleans, October, 1859.

L. Peters, Henry C. Bowly, G. Lafontaine, Morgan Hotze, J. W. Adams, M. H. Clinton, H. Hunt, Henry N. Spofford, H. J. Henry, J. D. Hayes, J. H. Brickell, H. A. Bullard, Dwight Martin, J. S. Wetmore, George L. Bright, William H. Hunt, Thos. Hudson, Geo. A. Breaux, C. W. R. Marr, Carleton Hunt, Rufus Waples, J. Van Dalsem, E. A. Cohen, Edmund Pendleton, S. Filleul, L. Barret, John Ralfoe, J. H. Ludenberg, Isaac I. Hayes, John H. Kennard, J. H. Davidson, John W. Denegre, D. F. Jones, H. Hayes Walker, G. P. McFarland, Johnson & Duzan, L. Bigelow, J. Hughes, Henry C. Bullard, John A. Bell, Jos. A. Taylor, Henry T. Hayes, Wm. Grant, Jos. Bell, Jos. Bell, Jr., Thos. Kennedy, J. Bonsall, Jr., Jas. Robertson, Jas. Robertson, Jr., Jas. Robertson, Jr., Jas. Robertson, Jr.,