THE NEW ORLEANS BEE.

NEW ORLEANS TUESDAY MORNING, JUNE 7, 1864. Vol. XVII—New Series. Vol. XXVI—Whole No. 13131.

Chartres street.

NO 1
NG, JUNE 7.

GOOD ... J. Reid, 33 Magazine
... bales extra heavy gunny
cloth, in lots to ... purchasers.

OLD COPPER AND BRASS.—About 7000 pounds of these metals may be bought at 119 Magazine street.

D. E. Murphy calls the attention of buyers to the sale of 11 half chests tea, marked Haye, C W, which will be sold by him this day, at 10 o'clock, A. M., in store No. 47 Magazine street. See his advertisement.

BOOTS, SHOES, HATS, CAPS, &c.—Peel and Morgan, wholesale dealers, No 10 Magazine street, have received by late arrivals a large and well assorted stock of articles in the above line, selected particularly for this market, and in great part for plantation use. Included in the stock is a lot of straw goods, comprising ladies Leghorn and straw hats. Low prices are held out to purchasers.

STEAMERS FROM THE WEST.—The Henry Von Phul left St Louis for New Orleans on the 30th ult. Her dates will probably be to the 1st inst. She is now due. The Olive Branch was advertised to leave the same city for this port on the 31st ult., and the Marble City on the 2d inst. from St. Louis and on the 4th inst. from Cairo.

STEAMERS FROM NEW YORK.—The Evening Star was to leave New York for New Orleans on the 1st inst., and the Locust Point and Columbia on the 4th—all direct.

CAPTURE OF A BLOCKADE RUNNER.—We are informed that the steamer Isabel, Capt. Drake, (235 tons) from Havana, while attempting to run the blockade into Galveston, with a cargo of arms, ammunition and liquors, was captured after a long chase, by the gunboat Admiral. A prize crew was put on board the Isabel and arrived at Quarantine, below the city, on Thursday last the 24 inst., when it was discovered that she had sprung a leak, and to save her she was hauled up on the land by chains for her to get out of the water, but the leak gained so rapidly that the weight of the vessel broke the fastenings, when she drifted out in the river, and sunk in deep water. She will prove a total loss. We understand that her officers and men were placed on the gunboat, for transportation to New York.

One of the officers, Mr. John Davis, a native of the city, had one of his arms blown off by a shell from the gunboat.

It may be recollected that the Isabel escaped in company with the Harriet Lane from Galveston, with a cargo of cotton, a short time since, and she was on her return trip at the time of capture.

Constitutional Convention.

MONDAY, June 6, 1864.

The Convention took up the following resolution which was presented by Mr. Sullivan:

The city of New Orleans shall maintain a Police force, which shall be uniformed with distinction of grade, to consist of permanent resident citizens, of good character, to be selected by the Mayor of the city, to hold office during good behavior and removable only by a Police Commission, composed of five citizens, viz: one to be elected in each District of the city, the Mayor to be President of the Board, the Commission to be appointed by the Governor of the State, a majority of whom shall remove for delinquencies. Members of the Police, when removed, shall not again be eligible to any position on the Police for a term of one year.

The Board of Police shall give a penal bond in the sum of ten thousand dollars. Lieutenants of Police, each Fourth Ward officer, Sergeants, Corporals and Privates, each Fifth Ward officer, and Police over one thousand dollars each, serving and acting as such a county as the law directs of the judicial performance of their duties while in the service of Patrolmen.

The Constitution proposes to receive [illegible]

Sergeants ... 150
Corporals ... 120
Patrolmen (Day and Night) ... 90

which pay shall not be reduced.

The pay of the Chief of Police was amended by substituting two hundred dollars per month.

Mr. Orr proposed further to amend by adding the following proviso:

Provided, That the compensation of all foremen, mechanics, carmen and laborers employed on public works under the government of the State of Louisiana, city of New Orleans, and Police Juries of the various loyal parishes of the State, shall also be increased to not less than the following rates, viz:

All foremen not less than $3 50 per day.
All mechanics not less than $3 00 per day.
All laborers not less than $2 00 per day.

The proviso was adopted by a vote of 67 yeas to 10 nays.

And Mr. Sullivan's, resolution, as amended, was adopted by a vote of 76 yeas to 31 nays.

The Finance Committee reported that of the $100,000 appropriated to pay the salaries of members of the Convention, on the date there remains a balance of twenty-eight thousand eight hundred and eighty dollars and forty cents.

And of the $25,000 to pay contingent expenses there remains a balance of $4,532 52.

On motion the Convention then adjourned.

France and the United States.

American, the Paris correspondent of the N Y. *Commercial Advertiser*, thus speaks on the 15th May of a late debate in the French *Corps Legislatif*, with regard to American and Mexican affairs:

To the attacks and interpellations of M. Jules Favre, the Minister of State, M Rouher, replied in a speech which occupies three or four columns of the *Moniteur* of to-day. This speech is certainly a despatch from all Confederate hopes of intervention or of a dispute between the United States and France. M Rouher said in regard to the Confederate ships, that at first the authority to construct these ships was granted, because it was represented that they were for a mail line between China and California; that upon evidence offered by the Minister of the United States at Paris, to the effect that the vessels were for the Confederates, the authorization was withdrawn, that upon the promises of the builders not to sell them to the Confederates, and upon the strength of their statement that they were negotiating their sale to the Swedish Government, they were permitted to resume work on them and to finish them. He then said, that the sentiments of the French Government, as to the future, were the same as heretofore, that they were not changed from what it was so ably stated in M. Seward's various despatches on the subject. In these despatches M. Rouher contended Mr. Seward had admitted the Monroe doctrine to be an opposition to the creation of an European colony in America, and not a change in the form of government by the people of the country. And since France was not going to attempt a colonization of Mexico, and since the people of that country would soon be left alone to their destinies, he felt confident that no question would arise between France and the United States which could not be settled by an amicable diplomacy. And he hoped the more sure of this from the fact that the good friends, and had good reasons for remaining so.

The subjoined extract from the text of M Rouher's speech illustrates the cordial grandeur which he bears his hopes of the permanence of peace between France and the United States, and the abstinence of the latter power from hostile intervention in Mexican affairs:

As to America, that question requires treating at some length. There is no good ground for representing it as pregnant with serious dissensions and for entertaining fear of France and Mexico. There has only been a commercial embarrassment, like that which occurred upon almost every shore and bridal were aroused in Europe the Trent, but which did not prevent the Federal Government from giving up the two persons in conformity with the law of nations. Are the United States disposed to take possession of Mexico? They might easily have attained that end when their troops were at the City of Mexico in 1847-48, but they did not. Is there any likelihood that the Monroe doctrine will determine the United States to declare war sooner or later? Let us review the obstacles now opposed to such a course. The great American Republic is at present riven by civil war and two hostile camps. Before these cruel dissensions are appeased, the Emperor of Mexico may have consolidated his throne and established important commercial relations between the two countries which will open into bonds of peace. If invoke these temporary considerations with great regret. All my sympathies are given to the great nation by whose cradle France stood as sponsor. [Hear, hear.] I fervently hope that the present struggle will soon be over, and when it is, why should we fear a war between the United States and Mexico? Mr. Favre apprehends that, were the war at an end, bands of armed adventurers would invade Mexico. Had the war been of short duration, there might have been such bands of adventurers, but the protracted struggle has so thinned the male population, by its hecatombs of victims, that were prince concluded, every discharged soldier would find far more lucrative occupation in the works of peace than in marauding excursions. For America, exhausted by its sacrifices, will only retrieve her losses by peaceful labor and recover the strength which will replace her to the rank of great nations. [Loud applause.]

The Case of the Georgia in the English Parliament.

In the House of Commons, on the evening of the 13th, Mr. T. Baring called attention to the the fact that an armed steamer was now in the port of Liverpool, which, having been originally manned and equipped from British ports, had escaped from the commerce of a friendly nation, and had never been in any port of the belligerent under whose flag she sailed, and asked whether the admission of such vessels to British harbors was consistent with our international obligations, our professions of neutrality, and the prosecution of British interests.

In regard to the Georgia, the Attorney General went on to say:

That ship has now returned as a Confederate ship—a public ship of war, with a regular commission as such. I must here notice one observation of my hon. friend. He says that from the 1st of April, 1863 until the following 21st of June, the ship—the Georgia—was registered in this country in the name of a British owner, a merchant of Liverpool, and that therefore she was cruising, burning and destroying vessels at a time when she was a British ship. I must demur altogether to the law of my hon. friend on that reason. The register is nothing but the title of a British owner for a municipal purpose in this country. A ship which has a British register, and which is afterwards transferred to a foreign belligerent Power, cannot, by the mere fact of her still remaining registered in England as the property of a British owner, in any way be styled a British ship. [Hear, hear.] Nor can it be said that she has not become what she really is—a public vessel of war. I regret that my hon friend should have used an argument that may seem to give countenance to assertions which have repeatedly been made, but which are quite destitute of foundation, that these ships are British pirates. [Hear, hear.]

It has been said that there is some rule or other, some settled principle of international law, which will bear out this conclusion. It should not be our practice to invent new rules of international law to suit particular cases, and such a rule as this was never heard of. [Hear, hear.] To say that a country whose ports are blockaded is not at liberty to avail herself of the resources which are at her command in other parts of the world, that she may not buy ships in neutral territory and commission them as ships of war, would be to bring the law of her own country first, in a decisive which is quite preposterous. [Hear, hear.] and all you argument could lead to such a doctrine, and would establish such a rule as this was never heard of. [Hear, hear.] To say that a country whose ports are blockaded is not at liberty to avail herself of the resources which are at her command in other parts of the world, that she may not buy ships in neutral territory and commission them as ships of war, would