THE DAILY BEE
PUBLISHED DAILY (SUNDAYS EXCEPTED) AT
No. 52 Chartres street.
Subscriptions taken by the week, at the rate of Twenty-five Cents for the accumulating payments for the sections.
Daily Paper, one year (in advance) $10
Country Paper, same terms $10
In all cases the Paper will be allowed to discontinue.
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New Orleans Bee

Office 73 Chartres street. NEW ORLEANS, FRIDAY MORNING, MAY 1, 1863. Vol. XVII—New Series. Vol. XXXVI—Whole No. 12,676.

NEW ORLEANS:
FRIDAY MORNING, MAY 1, 1863.

Sales at Auction To-day.

By G. Lemmon, at 10 o'clock, at his auction rooms, boots, shoes, brogans and straw hats.

By D. E. Morphy, at 10 o'clock, at the corner of Severth and Prytania streets, furniture, &c.

By E. M. Boulogny, at 10 o'clock at No 83 St Peter street, grocery store; at 4 o'clock, P. M., at No. 59 Baronne street, household furniture.

GRAND SUBSCRIPTION MAY BALL.—The managers of the Grand Subscription May Ball, which is to be given by the Young Men's Benevolent Association, at Masonic Hall, this evening, will accept our thanks for tickets of invitation.

GRAND CONCERT AT THE OPERA-HOUSE.—The grand vocal and instrumental concert, for the benefit of Mademoiselle Bournos, to which we referred the other day, is announced to take place on Thursday, the 7th inst.

Housekeepers and admirers of fine oil paintings will find it to their interests to attend the sale of household furniture, pianos and oil paintings, advertised for this day, by D. E. Morphy, auctioneer.

The United States mail steamship Columbia, D. R. Barton, commander, leaves her wharf, foot of St. Joseph street, this morning, with a fair freight, the United States mails, and the following passengers:

Dr. Coleman, Mrs. Moore, Miss Boyd and servant; Mrs Abbot, Mrs. J. Morgan Hall, Mrs. Shaw and child, Miss Sefton, Mrs. Dr. Kerr, Mrs. Allen Hill, Miss Alice Hill, Miss Annie Hill, Mrs. Rice and child, Mrs. D. Thiotson; J. L. Bogert, Mrs. M. Epstein and child, J. Wright and lady, J. F. Smith, Mr. and Mrs. Ballin, J. Boyce, R. Carr, Lady, G. A. Hunt, Miss Delia Daly, D. Wallace, Mrs E. M. Tucker and child, Lewis Baker and lady, J. Fisher, Frank Fisher, Charles Harrison, H. Day, H. Shaver, A. Cunnell, G. Cardell, Geo Myer, F. J. Lavey, J. S. Knapp, A. M. Collins, G. W. Brindage, A. Brindage, A. Brindage, Jr., Geo. G. Amory, D. E. A. Dr. E. B. Marmillion, E. Kerr, C. Stockham, M. Stubber, George E. Sheldon, R. McCall, J. McCall, W. Rowley, S. F. Appleton, W. Ogden, W. E. Hoyt, U. S. A., T. F. Terry, G. H. Mumford, U. S. A., M. Mumford, A. M. Phillips, W. Cochrane.

For Havana—Joseph Blue, Wm Blue three children, August Parent, Charles Parent, Charles J. Parent and wife, O. Menferrer, John Pallaser, Mrs Elba Martinez and child, L. C. Burden and servant, A. Sauvignet, Pedro Santos and wife, C. Monfret, J. L. Foupier, Thomas Magraw, and Doctor Lefebre.

Interesting Extracts from Jackson Papers.

We have received a copy of the Jackson *Mississippian* of the evening of the 20th, and morning of the 21st. These dates have been anticipated by two days by our last Jackson advices, which were up to the 23d. These dates contain nothing important; and moreover the *Appeal* of the 21st had already been published here.

We extract the following items which are of general interest:

FROM MIDDLE TENNESSEE.

The *Rebel* of the 16th says: "Parties from Tullahoma by last evening's train report all quiet along the lines. The rumors concerning the recent fight at Van Dorn at Franklin prove to have been much exaggerated. The loss on either side, we understand, did not exceed fifty killed, wounded and captured. Only a portion of Freeman's battery was captured by the enemy, and it was immediately retaken by our troops.

"Our dispatches from the front this morning confirm the capture of two trains, with $300,000 and a number of prisoners, including three of Hescrnus's staff."

The fine steamship Gen. Beauregard, Captain Louis M. Coxetter, arrived here at an early hour yesterday morning from Bermuda, having left St Georgeston Wednesday last, at which time there was only the usual Government at that place. The Gen Beauregard has a cargo mainly for the Government. She passed a very large fleet of Yankee transports and blockaders near this port, and was fired at several times, but passed in safety.—*Charleston Courier.*

RESIGNATION OF OFFICERS IN THE CONFEDERATE ARMY.

The *Mississippian* of the 21st says:

A writer in the Richmond *Whig* says that the Adjutant General, in General Orders, No. 24, has prescribed that, after the publication of the order, officers resigning their commands must remain as privates in their brigades. This order the writer defends against criticisms that has been made upon it. He says: "There are a set of politicians, lawyers, doctors, editors, growers and non-raisers who, without any previous military training or education, have thrust themselves into the position of captains, field officers, colonels and brigadier generals, and who, at every hand's turn, threaten to resign, thinking they can go off elsewhere under commanders more compliant to privates, making a great flourish and plenty of political capital. Now, it is just as well they should understand at first as at last that this is very properly put a stop to by General Order No. 24. If they resign, they must remain as privates in the same brigade.

A SUPPLY ASSOCIATION FOR JACKSON.

We clip the following paragraph from the *Mississippian* of the 21st:

We know that steps are being taken in this city to organize a supply association with sufficient capital to control the market, in order to secure more ample family supplies independent of the speculators who have so long been preying upon the public. The purpose of the organization is to procure and concentrate the necessaries of life sufficient to supply the community through its own agencies, and dispose of them at cost. The plan has worked well elsewhere, and can certainly be made to do so in Jackson, where speculators have so long flourished and the public suffered. The book of the association, to which a number of benevolent gentlemen have already subscribed several thousand dollars, may be found at J. D. Stewart & Co.'s banking-house.—*Appeal.*

Items of Interest.

Under this heading the Jackson *Mississippian* says:

Grenada, April 20—Scouts from Austin report that at noon yesterday the river had fallen eleven feet from highest point. It fell twenty-six inches yesterday.

Two gunboats went down on Friday. On the 19th, one gunboat and one transport went down towing fifteen flats or pontoon bridges—can't tell which, on which were twenty-five skiffs.

On the 19th a transport with sixteen pontoons or flats went down, and three boats went up.

Eighteen hundred Feds (four hundred of whom were cavalry) staid at Wyatt's last night. Crossed the river and recrossed this morning, and went down the river road towards Belmont and Sardis.

Navy Items.

We copy the following from the New York *Herald* of the 15th:

THE SUBMARINE BATTERY ALLIGATOR.

The supposition that the submarine battery Alligator, lost in a gale of wind from the United States steamer Sumter, was one of the Ericsson devils, is erroneous. It is the same battery that was taken to the Washington Navy Yard last autumn, and remained there until a few weeks ago, when it was towed to Fortress Monroe, on the way to Port Royal, where it was ordered by the Department to be used in destroying or rendering harmless the torpedoes which had been placed in the way of our fleet.

The Alligator is the invention of a Frenchman in Philadelphia, and was built by a company there, who placed it in charge of Acting Master Stevens, who took it to the Navy Yard and had charge of it. The machine was about thirty feet long and six or eight feet in diameter, and with conical ends. It was made of iron, with the upper part pierced for small circular plates of glass for light, and had at were several water-tight compartments.

When it arrived at Washington there were sixteen paddles protruding through the sides, which were to be worked by the men inside; but the plan was subsequently changed, and the paddles were removed and a propeller substituted, which worked to a crank. By letting the water in the compartments the machine was submerged, and by first calculating the bearings of its torpedo or ship on which it was intended to work, the operators could approach sufficiently near to it (the machine being steered from the inside) to answer the purpose required, it was believed.

The experiments were at first unsatisfactory, the machine on one occasion springing a leak and floating beside the wharf; but after the propeller was attached to it the experiments were successful, a speed of about seven miles an hour being attained, and the machine showing a capability of moving under water at the option of the engineer guiding it. Some powers were, however, claimed for it that even Master Aiken—who is a professional submarine explorer (having been employed in removing the sunken ships in the harbor of Sebastopol)—contended it did not possess; but he was of the opinion that in clear water it would be valuable in finding the localities of torpedoes.

The Alligator was to be manned by sixteen men, be fitted for submarine labor, who was the engineer, and a captain, who was to steer the craft. An air-pump in the centre of the machine, to which were attached two air-tubes, attached to floats, was to furnish air to the occupants, the machine being of course air-tight. The entrance to it was through a manhole at one end, which was covered with an iron plate, with leather packing.

A Serious Railroad Accident—A Car on the New York Central Railroad Precipitated Down an Embankment, &c.

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