The New-Orleans Bee.

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THE DAILY BEE.

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In order to prevent any misunderstanding on the part of subscribers, it is hereby given notice that the subscriber must give one week's notice in writing before he can be allowed to discontinue.

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Advertisements not specified as to time will be published one month, and charged accordingly.

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☞ The privilege of Annual Advertisers is limited to their immediate relations within the line of their business, and, to extent by one-quarter every other day.

The New-Orleans Daily Bee

Saturday Morning, Dec. 16, 1848.

Report of the Post Master General.

This is an interesting and able document. It occupies about four columns, and though somewhat long, may be readily condensed in consequence of its clearness of style and plain assignment of facts. We proceed to give an abstract of all its important features:

The Post Routes in operation within the United States on the 30th day of June last, were 163,303 miles in extent, and the annual transportation of the mails over them was 41,012,529 miles, costing $2,449,766 as follows, to wit:

On Railroads,	4,221,190 miles, costing	$584,192
In Steamboats,	4,535,188 miles, costing	282,019
For agencies connected therewith,		34,083
In Coaches,	14,255,188 miles, costing	796,992
In other modes, not specified,	17,744,191 miles, costing	751,500
And in additional thereto, for foreign naval service,		$100,500.

The table of mail service for the year ending the 30th of June, 1848, made up from the state of the Service as it stood at the close of that year, exhibits, as compared with the table of 1847, an increase in the length of the routes in the United States, of 9,380 miles.

And an increase in the amount of annual transportation of, 2,121,690 do.

But a decrease in the cost of transportation of $12,145

There is, however, an increase in the cost of agencies to be deducted of 7,910

Leaving a balance of saving in the cost of our inland mails for 1848, as compared with 1847, of 4,235

But the cost of foreign mails, which appears for the first time in the tables of this year, is $168,500, and deducting from this the savings above stated of $4,235, leaves an excess of cost for 1848 over 1847 of 996,265.

For this we have 2,121,690 miles more of annual transportation of our inland mails, and the conveyance of our foreign mails every month, a distance of 3,808 miles and back.

The reduction of the cost of the mail service, in three years is $150,733. This is exclusive of the foreign mail service performed in the last year.

The report refers in detail to the mail service performed by Sea Steamers, such as the *Isabel*, between Charleston and Havana, the *Calafornian*, *Panama* and *Oregon*, for the transportation of the mails to Astoria and other points on the Pacific coast; the *Falcon*, between Havana and Chagres. Two of the vessels contracted for, on the line between New York and Bremen, are engaged in the service. The other two are not yet completed.

The number of Post Offices on the 1st of July last, was 16,159, being an increase during the year of 1,013. The number of offices established was 1,300, the number discontinued 286.

The number of Postmasters appointed during the year, was 4,121.

The gross revenue of the year ending 30th June last, amounted to $4,371,077. This sum exceeds that of the preceding year $425,184, being an increase of 10 77-100 per cent. The letter postage amounted to $3,350,304; the newspaper postage to $707,334.

The following suggestions of the Postmaster are too valuable and too important to be abridged:

For the purpose of exclusion the matter conveyed in the mails should be classified as follows:

1. Letter postage should embrace all written communications, under seal or not, and each sealed packet or package.

This class is composed of private confidential communications, often containing articles of value, partaking more of individual than public interest, requiring more care in their preservation, more labor in arranging, packing and enveloping, than printed matter, and are always forwarded under lock and key, and should, therefore, be charged at a proper rate. An uniform rate of five cents for each half ounce or less, should be established. This is the opinion of the undersigned, as they could be made, consistently with the principles above stated.

2. Newspapers.

This class has always been esteemed of so much importance to the public, as the best means of disseminating intelligence generally among the people, that the lowest rate has been uniformly fixed, for the purpose of encouraging their circulation. Heretofore, the charge has been made upon each paper without regard to weight, which is unjust to the publishers as well as the public, and there is no satisfactory reason why the sheet should not be charged by weight as well as letters or other sealed packages.

Thus would lead to a discontinuance of the practice of depositing newspapers in the mails before they are dry, which renders them more liable to injury, and the weight is greatly increased from the dampness of the paper. An uniform rate of one cent upon each ounce or fraction under it, would be more just, and probably yield as much revenue as the present rates.

3. All other printed matter, of whatever nature or kind, should be rated with double the newspaper postage.

Letters containing articles of value, upon the application of the writer, should be registered, and a receipt taken for the delivery, and triple letter postage charged.

The number and different amounts of rates now charged by law are very inconvenient to the public, as well as to the officers in the discharge of their duties.

50 cents are now charged to or from California and Oregon.

38 cents to or from Panama.

24 cents to Texas.

20 cents to Cuba.

12 1-2 cents to Havana.

6 cents when delivered at the ports of landing.

2 cents in addition to the regular postage when taken in the mails.

It is believed that one uniform rate of 15 cents might be advantageously adopted on the foreign postage, and inside applicable to our territories on the Pacific, and produce more revenue than the charges now made.

The commercial interests of the country—the social and friendly intercourse now existing and daily increasing, between the citizens of the United States and the people of other countries, would be greatly promoted by the adoption of that or some one rate less than is at present charged. This would probably be soon adopted by other countries having steamers engaged in similar service.

Newspapers and other printed matter sent from or received into the United States, might be rated with double the inland postage on similar matter, if liable.

In addition, the Post Office Department, under the direction of the President, should have power given to reduce or lower these rates of postage, whenever it becomes necessary on account of the competition from other countries, and to impose restrictions upon the vessels of any foreign nation, equal to those imposed upon vessels of the United States by such nations.

When such powers are given to the Post Offices in other countries, such restrictions may be imposed when Congress is not in session, and without notice, as may deprive the vessels of the United States of any participation, in carrying letters. This was done by an order from the Lords of the Treasury in Great Britain, on the 5th of June, 1847, preceding the arrival at the Washington at Southampton, and which had the effect to deprive that vessel of any participation in the carrying of letters—reasonable share of the business—between this country and England or France, and that order remained in force more than a year, against all our remonstrances, before a law could be passed to meet the emergency.

If the proposed reductions are to be made and the Department required to sustain itself, it be indispensable that the franking privilege should be abolished. It is now greater and more extensively used than at any former period, and as the privilege is enlarged, the abuses under it increase.

The report recommends that all matter sent in the mails should be pre-paid. It likewise suggests that the Post Office Department should be entirely disconnected from party influences, to which object the report says: "It may be well worthy of consideration, if these objects would not be advanced, should the Postmaster General be nominated by the President to the Senate for a specific term of years, be separated from the Cabinet, and only removable by impeachment; and the appointment of the principal subordinate officers for a like term of years, be given to him; and to provide that no removal should be made, except for such good and sufficient cause, to be reported at each session of the Senate." This is a striking proof of our Most Gracious Sovereign's liberality of feeling, and one which he would probably never have manifested, were he not about to relinquish office. Let his motives, however, be what they may, the suggestion is a good one, and will, we trust, be carried into effect.

☞ Messrs. Mackey Horace Mathew.—We are indebted to Mr. Morgan, of the Literary Depot, for a copy of this amusing volume. It is profusely illustrated with comical wood-cuts.

☞ It is one of the achievements of this age of wonders that the President's message written—a document of inordinate length—has been transmitted by Telegraph to the West, and appears, with few errors and places only the result of haste and carelessness, in the Louisville *Journal* of the 7th inst. This astonishing feat was performed by O'Rilley's Telegraph, and with a liberality, in striking contrast to Morse's line, the service was rendered gratuitously. Mr. O'Reilly has to pay a heavy sum for the use of the Telegraph in consequence of the recent decision of the Courts against his claim to an original invention. This consideration enhances the merit of this important and disinterested service. It is worthy of reflection, that the Inland towns of St. Louis and Louisville, have been enabled to publish the President Polk's message in less than forty-eight hours after its official promulgation; while the great commercial Sea-ports of New Orleans has to wait seven days for its appearance, and must have waited still longer, but for the private enterprise of one of our journals.

☞ We are indebted to Mr. Wilson, who is just from the town of Franklin, for the following information: There are eight feet water in Bayou Plaquemine. Boats can now run to Attakapas in 36 hours, instead of going to the mouth of Red River. The sugar crop of Attakapas is short fully one-third. The rolling is nearly over. A large number of ships and schooners are in the Teche, many of which, in consequence of the short crop, are leaving in ballast.

The Legislature.

In the Senate, a number of bills from the House were taken up and passed. The bill from the House to amend the act establishing Free Public Schools was referred to the Committee on Education.

House.—The Committee on Finance reported an act to provide for the liquidation of the debt of the Consolidated Bank.

A motion was made to reconsider the vote on the proposed amendment to the Constitution, requiring one, instead of two years residence. The motion prevailed, but the amendment was again lost for want of a constitutional majority.

The bill to provide a revenue for the Government was then taken up and discussed section by section. The bill passed.

☞ The Cholera in New York.—The N. Y. *Courier* publishes the following letter, as confirming the apprehension that the cholera is really at Staten Island:

Quarantine, Dec. 6, 1848.

To his Honor the Mayor:

Sir—Four new cases have occurred at the Public Stores occupied by the passengers from the ship New York, two of these cases were convalescent patients, who had been for some time inmates of the Hospital previous to the occurrence of the disease. Three deaths have occurred here since my last, making 10 deaths and 19 cases since the arrival of the ship, including those taken from her.

Respectfully,

Alex. B. Whiting, Health Officer.

A despatch from New York of the 8th inst. received by the editors of the Alabama *Journal* declares that seven more cases of cholera have appeared—six at the quarantine ground and one in the city. Four have proved fatal.

These facts seem to leave no doubt whatever that this dreaded disease has at length visited our Atlantic sea-board. That it will break out in New Orleans, if it has not already done so, is almost a peradventure; and our municipal authorities should be admonished in due season to adopt those stringent precautionary measures, which experience has proved to be most efficacious in mitigating the severity of the pestilence, and reducing its mortality.

Texas.—By an arrival from Galveston, we have received papers to the 12th inst. inclusive. They contain very little news. The *News* of the 9th has the following:

In Cal Hays.—The Houston Star says that no intelligence has been received from Col Hays and his little band since they were left by Dr. Steiger on the Puerco. Apprehensions were felt in regard to their safety, but on that score, we think there is little to fear, as the skill and courage of these gallant adventurers is known to be equal to the dangers and obstacles of the undertaking.

News from Corpus Christi has been received at Galveston. We publish such portions of it as are material:

We learn from Capt. Brenen, that the schr. Major Gear, Capt. Douglass, arrived at Bravos Santiago from Tampico on the 23d ult., and reports that the schr. John Rosiff, from New Orleans, arrived at Tampico, laden with ammunition for the citizens of Tampico, who brought her up to the city. Capt. Douglass stated that it was expressed by every one that the people would attack the city of Tampico on the night of the 22d ult., the day on which he left. It will be recollected that our news from Tampico, by way of New Orleans, represented the National Guard of that city as holding possession of the town, and refusing admission to the Government troops.

Large parties of Mexican traders were constantly arriving at Corpus Christi. Captain B. states that one party arrived there last week, numbering 150, with $15,000 in specie.

The Brownsville Flag contains little matter of interest to our readers. It has a scorching article in relation to Major Eastland, formerly a lieutenant in the Texas service, but since recently of New Orleans. Major Eastland's conduct on the Rio Grande has been loudly censured, but with what degree of justice we do not pretend to determine.

Further from Yucatan.

Correspondence of the North American and United States Gazette.

Campeachy, Nov. 9, 1848.

Since my last nothing particular worth mentioning has occurred, here. Of the Government fleet, as I stated before, sailed on the 5th of October, but we are still in the expectation of tidings from the seat of war, Maracaibo.

This uncertainty is, of the most disastrous consequence. No confidence for business, no importations, and of course a great scarcity of money.

The Government has named Mr. Rafael Acevedo, formerly Secretary of State for Finances and for Foreign Affairs, as Charge d'Affaires at Washington. The treaty of commerce between the Republic of the United States and Venezuela has just expired, and according to said treaty, after a term of twelve years, either of the two Republics has the right to notify the other of his intention of its being annulled. I suppose in the new treaty this Government intends to reduce the actual tariff on American provisions, which is really too high.

Mr. V——le is C——, lately resident in your city, has been named General Consul of Commerce in Washington, or any neighboring city. He has been charged, beside, with several commissions, which he will very likely fulfil.

A report has been circulated, in these last five days, that Marcaribo had been retaken by the insurgents, but without the least foundation. I believe it has been a commercial speculation, that the report has been given to the Treasury notes.

The steamer "Augusta" of New Orleans, has been bought by the Government for $30,000.

Coffee from 4 to 5 1-2; Hides from 5 to 5 1-2.

Yours truly, F. C.

Sugar Crop in St. Martin.—The *Creole* of last Saturday says:

The sugar planters of this parish have, with very rare exceptions, finished grinding, and the result, with many, is any thing else than gratifying or encouraging. The cane has yielded much less than was anticipated by the most despanding, and there will not be much more than a half a crop made in the parish of St. Martin. The quality of the sugar is generally fine, and may make amends for the failure in quantity, but our producers of sugar must be seriously injured unless there be an improvement in prices. If throughout the sugar section of Louisiana the cane crop has furnished a like diminished yield as in the Attakapas, and if the reports of inferior crops in the Islands be well founded, we may assuredly look forward with considerable confidence to a price which will reward the planter for his toil, and soothe, in some sort the disaster of unprofitable seasons. Under a new administration of the government the principle of just protection will be applied to the article of American sugar, and add a reenactment of the "Tariff of 1842," in its leading features, will save hundreds from otherwise inevitable ruin, and procure the investment of much more of the capital and labor of the State in this species of culture, which as a diversion from the culture of cotton, is a result much to be coveted as a means of enhancing both individual and general prosperity.

Mortality of Human Greatness.—In the year 1504, only 344 years ago, the Master of the Ceremonies of Pope Julius II, ranked the powers of Europe as follows. This was the rule of precedence for Ambassadors.

1 Pope, of Germany.	14 Polish,
2 King of the Romans	15 Denmark,
3 France,	16 Republic of Venice,
4 Spain,	17 Duke of Britanny,
5 Aragon,	18 Duke of Burgundy,
6 Portugal,	19 Elector of Bavaria,
7 England,	20 Do. Brandenburg,
8 Sicily,	21 Elector of Saxony,
9 Scotland,	22 Archduke of Austria
10 Hungary,	23 Duke of Savoy,
11 Navarre,	24 Grand Duke of Florence.
12 Cyprus,	
13 Bohemia.	

Neither Russia nor Prussia appear in this list; the former being, at that time, a non-existing, the latter a barbarian power.

The Lafayette line between here and Mobile, is again out of order. This is the usual condition of this line. When the line is in order, it is an exceptionable one.

Hon. David Wilmot publishes a card in the Bradford *Reporter*, in which he acquits Mr. McClelland of making any overtures in regard to the Proviso during his late visit to the Wilmot District, just previous to the Presidential election.

Legislature (all) Illinois, under the new constitution, meets but little. The members of the Legislature receive two dollars a day, for forty days, and, at the expiration of that time, the pay is reduced to one dollar.

☞ A wedding took place at Albany a few evenings since, and just as the marriage service was concluded, by the benediction, the floor gave way and precipitated the entire party in one mingled mass into the cellar. The distance was not great and the pleasure of the evening was not at all marred by it.

☞ Our old friend Wilson, late of the *Planters' Banner*, drops unexpectedly into our sanctum. He looks as fresh and hale as if he were with him a perpetual summer. Wilson talks seriously of going to California. He is not exactly infected with the gold fever, but dislikes that the new territory offers a rich field for industry and enterprise.

Southern Literary Messenger.—The December number of the Messenger is not inferior to its interest to any of its predecessors. It contains, among other capital things, a chapter from Macaulay's forthcoming History of England—and a glorious chapter it is. The contributions, as well in poetry as in prose, are unusually excellent.

Extraordinary.—The Memphis *Eagle*, of the 9th instant, says:—"Messrs. A. B. Shaw & Co. had a row slaughtered yesterday, in which operation a most extraordinary development was made. In the womb of the cow were found five calves, each one of which was fully as large as a well grown rabbit! This is a positive fact, and as such given to us by the well-known gentleman of the firm. Memphis is a great place for occurrences of this kind."

Married.—On Wednesday evening, Dec. 13, by the Rev. Mr. Nicholson, Eugene J. Gomez, Esq., Editor of the "La Patrie," to Miss Sarah J. Flash, daughter of Alex. Flash, Esq., merchant, of this city.

[We congratulate our worthy contemporary upon his marriage, and trust that many happy days may remain in store for him. The cake and champaign were duly appreciated.]

☞ Miss Amarillina Ann Marsh, it is now asserted, by her father, in a letter to the Rochester Daily Advertiser, could not have written the letter stating that she had left her home, in Buffalo, of her own accord. That missive, the father believes to be a base fabrication, got up by some demon in human shape, to screen his villany.

"Comparisons are Odorous."—The New Hampshire Patriot draws some consolation from the fact that the majority against Gen. Taylor in New England is 52,992, while that against Mr. Clay, in 1844, was but 18,618. It must be a further comfort to the Patriot that the majority against Gen. Cass is 104,956, about double that against Gen. Taylor, while Mr. Polk, in 1844, was only in a minority of 33,626.

Professor Grant's Disinfectant.—In view of the appearance of a disease resembling cholera at the New York quarantine, the Sun of that city says: "Professor Grant, we learn, is to be employed to use his valuable disinfectant in the city prisons, alms house, public buildings, &c." Might not the same agent be looked to here, in due time, as a preservative of the public health?

Rise in the River, &c.—The St. Louis *Republican* of the 9th inst. has the following:

The dark line evening the river opposite here had risen altogether about three feet, and was still swelling with full nine feet in the channel.

The steamer Haydee, from South Point on the Missouri, reports the water having risen about three feet and still rising at the rate of one inch per hour; six feet in the channel from Washington down.

The Cave Wave, down yesterday from Keokuk reports the river blocked at Montrose, and full of floating ice from Keokuk, to the mouth of the Illinois.

A portion of the machinery of the steamer Brunswick—four boilers and some other articles—were brought up yesterday by the steamer Johnson of Louisiana. The dismantled boat Dolphin, had left the wreck from last accounts, and gone above to work at the wreck of the steamer Wyandotte. It is thought that a large portion of the machinery and a portion of the cargoes of both boats may be got out; both of them belonged and were freighted at this port, and the aggregate loss cannot fall much short of $60,000.

The steamer Alphonse de Lamartine arrived yesterday from New Orleans in a crippled condition. She left on the 25th ultimo, and when near Memphis the wrist of her starboard engine broke and the piston beam fell, breaking both heads of the cylinder. She performed the remainder of the trip on one wheel. The accident, although a serious one, will not detain her a moment; new parts of machinery broken having been ordered from Memphis by telegraph.

Yesterday there were five of the largest and most magnificent steamers now navigating the Western waters lying side by side at this port, with thirty or forty of less tonnage to keep them company.

The fine steamer, Gen. Jessup encountered a snag below Memphis, while on her way up from New Orleans, which passed through her lower starboard guard, bilge deck, and penetrated the hurricane roof between the chimnies. The formidable intruder was cut to pieces and cast adrift, doing the boat but little injury, other than tearing up a small portion of her decks.

A dock passenger, name not known, fell from the steamer Ne Plus Ultra, while the boat was under way night before last, a short distance below this city, and was drowned; he was intoxicated at the time, and in endeavoring to get from the middle deck to the hurricane roof, missed his footing and fell overboard.

Ice was running in the river at Alton last evening. Should the present temperature continue 24 hours longer, it may be expected at this point.

A flatboat laden with flour, corn, etc., was sunk yesterday morning at the chain boat; twelve inches above the sill, by coming in contact with a snag. Boat and cargo went completely under. We learn that it was from some point on the Upper Mississippi, and bound for New Orleans.

Freights.—To New Orleans droopier; 50c was the current asking rate for flour to-day; wheat, 14c; corn, 13c; bran and oats, 20c.; lard, 20 to 22 1-2c.; lead, 18c.; pork, 70c.; cattle, $5.

The Ohio Legislature.—The Louisville *Journal* notices the difficulties in this body, as follows:

The conduct of the Locofoco members of the Ohio Legislature, on Monday last, was disgraceful in the extreme. At 9 o'clock in the morning, two hours before the hour of convening, a few instead the Black House in Columbus, were the Locofocos all to whom had been previously apprised of the expected proceeding, went in the public house, where they were sworn in by Judge Read, the Democratic Judge of the Supreme Court, and then proceeded to the Senate Chamber, and organized the Senate by the appointment of a Locofoco President and Clerk. They then proceeded to the House of Representatives, and the Locofocos all to whom had been previously apprised of the expected proceeding, went in the public house, where they were sworn in by Judge Read, the Democratic Judge of the Supreme Court, and